

# ENVIRONMENTAL CHECKLIST FORM

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1. **Project Title:** Merimont Project at 2396 Evergreen Drive
2. **Lead Agency Name and Address:** City of San Bruno  
Community Development Department  
567 El Camino Real  
San Bruno, California 94066
3. **Contact Person and Phone Number:** Aaron Aknin, AICP  
Planning Manager  
650.616.7074
4. **Project Location:** 2396 Evergreen Drive in northwestern  
San Bruno  
Assessor's Parcel Numbers: 091-143-210,  
091-143-220, 017-161-050
5. **Project Sponsor's Name and Address:** SummerHill Homes  
Elaine Breeze  
777 California Avenue  
Palo Alto, California 94304
6. **General Plan Designation:** Low Density Residential
7. **Zoning:** R-1, Single Family Residential District
8. **Description of Project:** See attached *Project Description*
9. **Surrounding Land Uses and Setting** See attached *Project Description*
10. **Other public agencies whose approval is required**  
See attached *Project Description*

## Environmental Factors Potentially Affected


The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- |   |   |  |
|---|---|--|
| <input type="checkbox"/> Aesthetics                               | <input type="checkbox"/> Agriculture Resources                | <input checked="" type="checkbox"/> Air Quality              |
| <input checked="" type="checkbox"/> Biological Resources          | <input checked="" type="checkbox"/> Cultural Resources        | <input checked="" type="checkbox"/> Geology / Soils          |
| <input checked="" type="checkbox"/> Hazards & Hazardous Materials | <input checked="" type="checkbox"/> Hydrology / Water Quality | <input type="checkbox"/> Land Use / Planning                 |
| <input type="checkbox"/> Mineral Resources                        | <input checked="" type="checkbox"/> Noise                     | <input type="checkbox"/> Population / Housing                |
| <input type="checkbox"/> Public Services                          | <input type="checkbox"/> Recreation                           | <input checked="" type="checkbox"/> Transportation / Traffic |
| <input type="checkbox"/> Utilities / Service Systems              | <input type="checkbox"/> Mandatory Findings of Significance   |  |

### DETERMINATION: (To be completed by Lead Agency)

On the basis of this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

  
Signature

8/15/06  
Date

AARON AKNIN  
Printed Name

For

# Project Description

## Summary

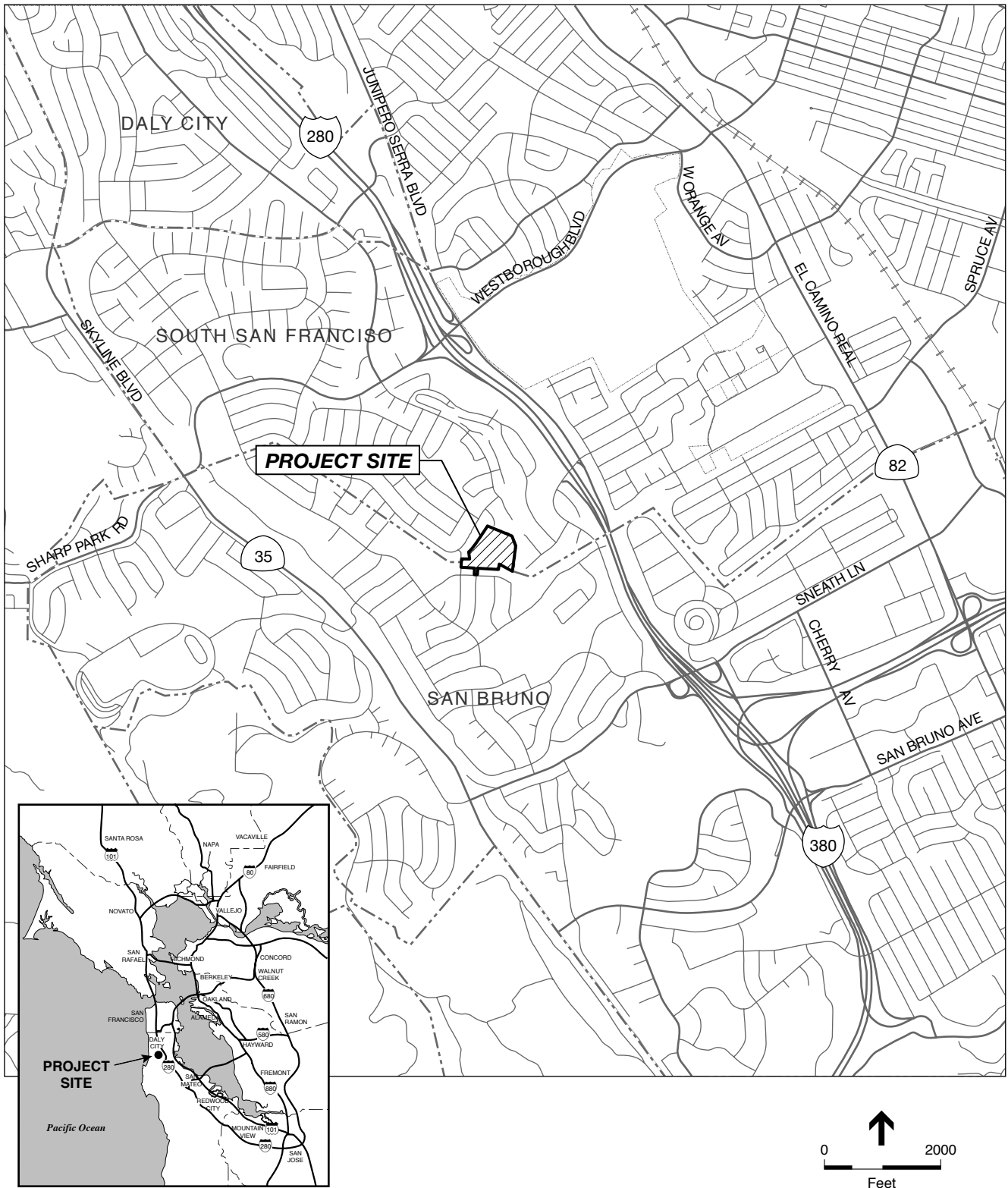
The project sponsor, SummerHill Homes, proposes to redevelop the approximately 10.3-acre former Carl Sandburg School site to construct a planned unit development of 70 single-family homes. The project would also include the construction of on-site circulation routes, landscaping throughout the site, new on-site infrastructure, and a park.

## Project Location and Site

The project site is located in northwestern San Bruno, at 2396 Evergreen Drive. The site is generally flat, although it is located at an elevation of approximately 500 feet above mean sea level on a knoll that slopes gently from west to east. It is accessible from a single driveway located on Evergreen Drive, roughly opposite Maywood Drive, and situated between two single-family residences (see [Figure 1](#)). The site is bordered to the north, east, and west by single-family residential development within the City of South San Francisco, and bordered to the south by a grove of eucalyptus trees adjacent to single-family residences along Evergreen Drive in the City of San Bruno.

The project site is comprised of three contiguous parcels that form the site of the former Carl Sandburg School, which was in operation between 1965 and 1979. Since 1979, the site has been used as a private school and/or child care facility. Most recently, the site was occupied by the Hoover Children's Center, which vacated the site in late 2005, when the property entered into escrow. The existing site layout and structures, described below, reflect these past uses.

The project site is accessible from Evergreen Drive by a driveway that is currently blocked by a chain-link gate. On the site, the downward-sloping driveway terminates in a surface parking area. Immediately north of the parking area is a children's play area with some playground equipment. There are four permanent buildings and a portable building clustered on the site, generally located northeast and east of the parking area. All of the on-site buildings are vacant. The single-story permanent buildings are slab-on-grade, masonry structures that provided space for offices, classrooms, and storage areas. The single-story portable building is a wood and metal structure that was used last as storage space. Beyond these buildings, to the north and east, the site consists mostly of Sandburg Fields, which includes two baseball diamonds used by youth baseball leagues. The site also includes a PG&E easement that runs parallel to its southern boundary and is identifiable by a grove of mature eucalyptus that extends along the easement. A Nextel cellular tower facility occupies a small area beyond the ball fields on the northeastern portion of the site.



SOURCE: Thomas Guide; ESA

Merimont Project at 2396 Evergreen Drive . 206065

**Figure 1**  
Project Location Map

## Project Vicinity

The site is generally bordered to the south by a grove of eucalyptus trees that separates the site from the rear yards of existing single-family residential development along Evergreen Drive in San Bruno. (The driveway onto the site extends the boundary to Evergreen Drive.) The site is bordered to the east and northeast by steep slopes that end along a development of single-family residences in the City of South San Francisco. Trees also border the site to west and northwest, separating the site from existing single-family residences along Albright Way and Shannon Drive in South San Francisco.

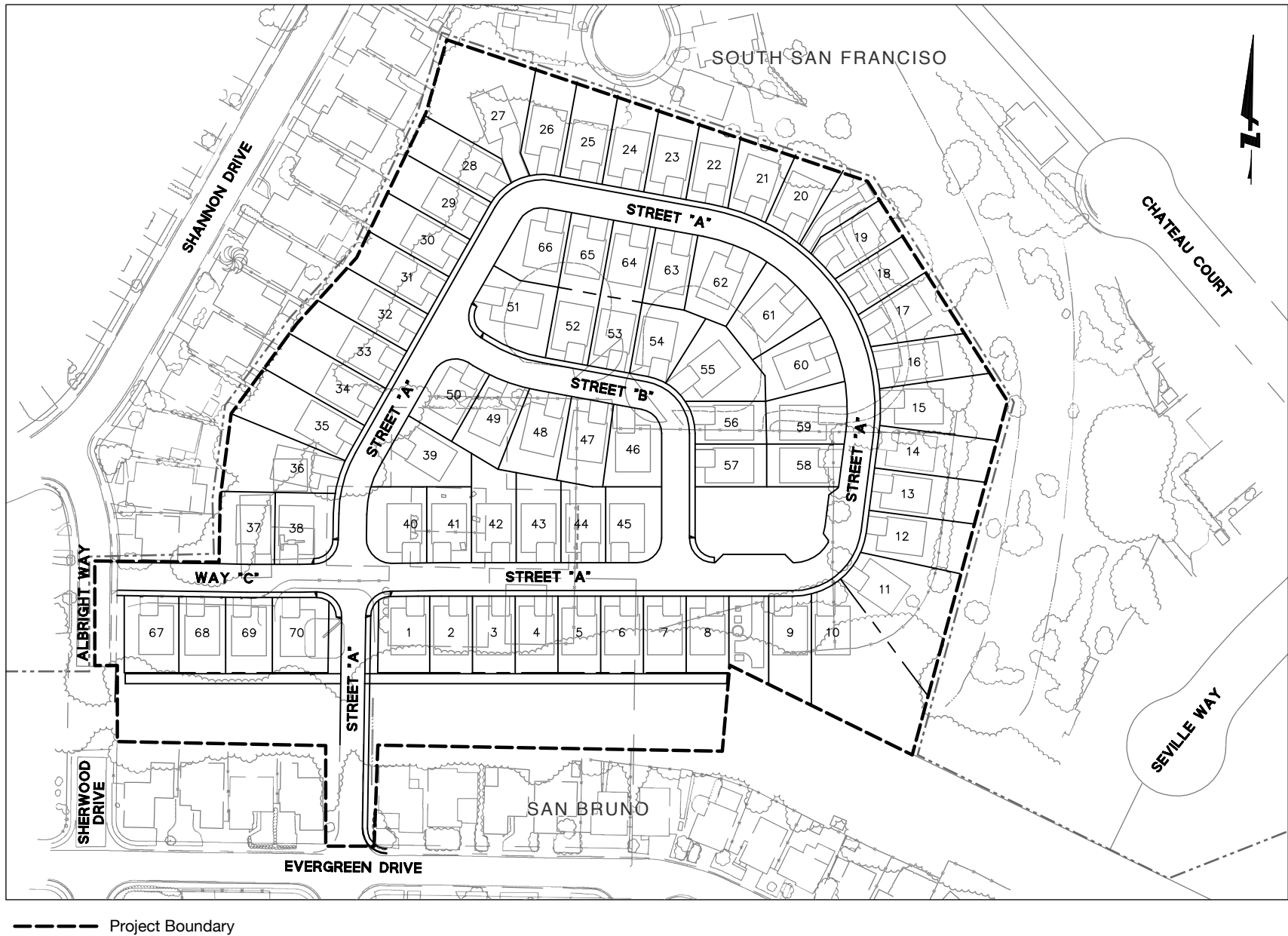
## Project Characteristics

The project sponsor, SummerHill Homes, proposes to build 70 single-family detached homes, an 8,600-square-foot (approximately 0.20-acre) park, and to install all new infrastructure, including roadways, sidewalks, an emergency vehicle access road, and utilities (see [Figure 2](#)). The project would also include a 0.25-acre conservation easement along the northwestern slope, a retaining wall that extends for approximately 170 feet (also along the northwestern portion of the site), and extensive grading. As conditioned by the City of San Bruno, SummerHill Homes proposes to remove two 20-foot strips of trees in the eucalyptus grove along the southern boundary of the project and to remove all pines, eucalyptus along the proposed lots backing onto Shannon Drive. Additionally, select cypress trees are also proposed for removal. The project would include a total of 328 parking spaces, consisting of 48 on-street guest spaces, and two-car garages and a two-car driveway apron (a total of four parking spaces) for each unit.

The 70 single-family homes would be constructed on lots that would vary between 3,096 sq. ft. and 6,547 sq. ft., although a larger corner lot of approximately 9,446 sq. ft. occurs in the northwest portion of the site. The project proposes three architectural styles for the two-story residences: Traditional, Spanish and Cottage, throughout the site (see [Figure 3](#)). Plan 1 would be roughly 2,100 sq. ft. and would include three bedrooms. Plan 2 and Plan 3 would allow for four bedrooms and floor plans of roughly 2,175 sq. ft. and 2,300 sq. ft., respectively.

The proposed park would be located in the southwestern portion of the site, on one of the interior residential blocks. The park would include a concrete pedestrian path and landscaping throughout as well as such amenities as picnic benches, a BBQ facility, and a play structure. The project would also include landscaping along all of the street frontages.

The project would upgrade on-site utilities to serve the site. As part of the project, 12-inch to 48-inch storm drains would be installed on the site that would connect to the existing off-site storm drain systems. Off-site storm drain systems that currently serve the site include one system to the east, and the other to the west in the City of South San Francisco. The project would also include a new sanitary sewer pump station on the site located between lot numbers eight and nine to serve the proposed development. The pump station would generally be located below grade within a six-foot diameter, 20-foot deep wet well with an above grade control panel. The pump station





PLAN 3 TRADITIONAL

PLAN 2 SPANISH

PLAN 1 COTTAGE



would house two submersible pumps that would pump sewage generated by the proposed development from the pump station to the existing gravity sanitary sewer located near the intersection of the project entrance and Evergreen Drive, approximately 900 feet of a four-inch sanitary sewer force main. The pump station would also include an emergency backup diesel generator for use during emergency power outages. The diesel generator would be an 11.5-kilowatt (kW) /60 hertz<sup>1</sup> system with a 75-gallon diesel sub base storage tank. The generator and the fuel storage tank would be surrounded by a six-foot insulated wood or concrete block wall to minimize noise associated with emergency generator operations.

Prior to new construction, the project sponsor proposes to demolish existing structures and playfields to accommodate the proposed project. The Nextel tower would remain on the site, though the underground utilities serving it would be relocated into the proposed street section.

Project construction would be completed in one phase, occurring over approximately 24 months. Construction would be anticipated to begin in November 2006. The proposed residences would be constructed on post-tensioned mat foundations bearing on competent native soil or engineered fill. The project architect is BKF Engineers.

## Project Approvals

The proposed project would require the following approvals:

- A Planned Unit Development Permit;
- Architectural Design Review; and
- Approval of the Final Development Plan (required as part of a PUD within one year of approval or modified approval of a Preliminary Development Plan).

No additional approvals would be required by other agencies.

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<sup>1</sup> Hertz is a unit of frequency equal to one cycle per second.



# Environmental Impacts

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>1. AESTHETICS — Would the project:</b>				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## Comments

- a-b) The City of San Bruno General Plan identifies existing and potential scenic corridors as well as street beautification projects in the City as scenic resources in the City. No other scenic resources or vistas are identified within the City. Views to the east of the project site include long-range views of the urban areas of South San Francisco and San Bruno and the San Francisco Bay from the northern and eastern perimeter of the site. Views along other project borders are comprised of mature trees and intermittent views of single-family residences. Because the site is unoccupied and its use is limited to use of the playfields during baseball season, in general, these views are not currently available to the general public. As a result, the project would not block existing long range views available to the public and would not affect any scenic vistas.

The California Department of Transportation administers California's Scenic Highways Program. Designated California Scenic Highways in the vicinity of the project site include State Route 35 (SR 35) and Interstate 280 (I-280). SR 35 is a designated Scenic Highway from the Santa Cruz County line to State Route 92. The project site is roughly 0.4 miles east of SR 35; however, it is not visible from the site because it is situated at a lower elevation than existing development. I-280 is a designated Scenic Highway from the Santa Clara County line to the San Bruno city limit, and is roughly 0.4 miles east of the project site. The site's hilltop location is at a much higher elevation than I-280, thus, views of the project site from this corridor are minimal. The project site does not contain, nor is it in the immediate vicinity of scenic resources such as rock outcroppings, or historic buildings. While the project would remove some trees along the project site borders, it would not substantially damage the visual environment from the removal of such trees. Therefore the project's impact would be less than significant.

- c) The project site is located in a built-up area, in the vicinity of existing detached single-family homes. The project would alter the site's visual environment through the demolition of existing on-site uses, including school buildings, a parking lot, and playfields, and the construction of 70 single-family homes and a park. The project would also develop new roadways on the site to serve the proposed development. The project proposes three design options for the single-family residences, and residential structures would be two-stories tall (e.g., a maximum of 28 feet). As part of the project, the project would require a Planned Unit Development Permit, and would also be subject to the City's Architectural Design Review.

While the proposed project would result in visual changes to the project site, the proposed intensity of use and design would generally be consistent with existing, nearby residential development. The project would result in improvements to the site, including removal of rusted and unused equipment; poorly maintained buildings, some of which now include graffiti; poorly maintained landscaping; and unattractive fencing. The project would add landscaping throughout the site, and ensure that existing trees are better maintained. Thus, while changes to the site would be substantial, these changes would not be substantially adverse.

- d) The project site is located in a built-out residential area, with existing single-family homes located on all project site borders, interrupted only by a grove of eucalyptus trees on the southern border and intermittent trees along other site frontages. Nearby streets provide sources of lighting. Existing on-site buildings are presently unoccupied and the site does not include sources of nighttime lighting. New residential development proposed as part of the project would generate light and glare associated with the new structures and streets. However, exterior lighting throughout the project site would utilize fixtures designed to minimize light spillage, consistent with lighting in adjacent residences and streets. Because the project is within an urban setting, the increases in light attributed to the project would not be considered substantial and would not adversely affect day or nighttime views in the area. Therefore, the proposed project impact with respect to light or glare would be less than significant.

**Sources:**

California Department of Transportation, The California Scenic Highway System,  
<http://www.dot.ca.gov/hq/LandArch/scenic/cahisys.htm>, accessed June 5, 2006.

City of San Bruno, City of San Bruno General Plan, 1984.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>2. AGRICULTURE RESOURCES — Would the project:</b>				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Comments

- a-c) The project site is designated by the General Plan as Low Density Residential, and is located within the R-1, Single Family Residential Zoning District. The San Bruno General Plan does not include an agricultural land use designation. Additionally, the project site is not used for agricultural purposes, nor is any land in the vicinity used for agricultural purposes. Thus, the project would not conflict with zoning for agricultural use or a Williamson Act contract. Since there are no existing farmland uses on-site or in the project site vicinity, the project would not result in the conversion of farmland to non-agricultural use. The project site is not subject to a Williamson Act contract. The project would have no effect on agricultural resources.

### Sources:

City of San Bruno, City of San Bruno General Plan, 1984.

Site Visit, April 24, 2006.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>3. AIR QUALITY — Would the project:</b>				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>3. AIR QUALITY — (cont.):</b>				
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Comments

- a) The proposed project would be located within the San Francisco Bay Area Air Basin (Bay Area) which is designated as a nonattainment area for the state and federal ozone standards, as well as the state particulate matter (PM-10 and PM-2.5) standards. The Bay Area is either in attainment or unclassified with respect to all other state and federal standards. As required by state and federal law, the 2001 Bay Area Ozone Attainment Plan and the 2005 Bay Area Ozone Strategy have been prepared to address federal and state ozone nonattainment issues, respectively. No PM plan has been prepared or is required under state air quality planning law.

The project would involve demolition of the existing structures (except the Nextel Tower) and removal of the playfields at the proposed site. The project would also construct on-site circulation routes, landscaping throughout the site, new on-site infrastructure, and a park. For this analysis it is assumed that if the proposed project were not to move forward, the project site would be subject to re-occupancy by a day care center.

The regional agency primarily responsible for developing regional ozone plans is the Bay Area Air Quality Management District (BAAQMD). BAAQMD is also the agency with permit authority over most types of stationary sources in the San Francisco Bay Area. BAAQMD exercises permit authority through its *Rules and Regulations*. Both federal and state ozone plans rely heavily upon stationary source control measures set forth in BAAQMD's *Rules and Regulations*. The overall stationary source control program that is embodied by the BAAQMD *Rules and Regulations* has been developed such that new stationary sources can be allowed to operate in the Bay Area without obstructing the goals of the regional air quality plans.

Project construction would involve use of equipment and materials that would emit ozone precursor emissions (i.e., reactive organic gases, or ROG, and nitrogen oxides, or NO<sub>x</sub>). With respect to the construction phase of the project, applicable BAAQMD regulations would relate to portable equipment (e.g., Portland concrete batch plants, and gasoline- or diesel-powered engines used for power generation, pumps, compressors, pile drivers, and cranes), architectural coatings, and paving materials. Project construction would be subject to the requirements of BAAQMD Regulation 2 (Permits), Rule 1 (General Requirements) with respect to portable equipment unless exempt under Rule 2-1-105 (Exemption, Registered Statewide Portable Equipment); BAAQMD Regulation 8 (Organic Compounds), Rule 3 (Architectural Coatings); and BAAQMD Regulation 8 (Organic Compounds), Rule 15 (Emulsified and Liquid Asphalts).

With respect to the operational-phase of the project, emissions would be generated primarily from motor vehicle trips to the project site and emissions from stationary equipment, to a lesser extent. The BAAQMD CEQA Guidelines consider a project's impact on the regional air quality to be significant if the ROG, NO<sub>x</sub> or PM-10 emissions exceed a significance threshold of 80 pounds per day. Generally, residential projects generating less than 2,000 trips per day are not expected to generate emissions that would exceed the BAAQMD significance thresholds (BAAQMD, 1999). The proposed residential project (consisting of 70 detached single-family houses) would replace a vacant elementary school that was recently occupied by the Hoover Children's Day Care Center. The 70 houses would generate about 670 vehicle trips per day, with about 52 and 71 trips during the AM and PM peak hours, respectively. Applying credit for trips generated by the day care center, the proposed project would result in a net increase of about 123 daily trips, and a net decrease of about 46 and 29 trips during the AM and PM peak hours, respectively. The net increase of 123 vehicle trips per day would generate emissions that would be well below BAAQMD significance thresholds. Therefore, the project would not significantly affect air quality in the region or conflict with or obstruct implementation of the applicable Air Quality Attainment Plans.

The project would include a sanitary sewer pump station located on the project site between lots eight and nine that would serve only the proposed project. The pump station would include an emergency backup diesel generator with a 75-gallon diesel sub base storage tank for use during an emergency power outage. The generator and fuel storage tank would be surrounded by a six-foot high enclosure constructed of insulated wood or concrete block wall to minimize noise associated with emergency generator operations.

Routine emissions from the pump station would be minimal. The pumps would not generate any emissions on-site, as they would be powered by electricity. Minimal emissions would be generated from the diesel backup generator during routine testing, which would occur on a weekly basis. BAAQMD Regulation 2-1 requires any diesel engines over 50 horsepower (hp) to obtain permits; the generator proposed for use in the project is an 11.5 kW/15 hp generator, and therefore, would not require a permit from the BAAQMD. Evaporative emissions of ROG, a precursor to ozone, could occur from the

sub base fuel storage tank; however, these emissions would be insignificant given the small capacity of the tank. The 75-gallon fuel storage tank would be exempt from the requirements of BAAQMD Regulation 8, Rule 5: Storage of Organic Liquids; these requirements apply to tanks larger than 264 gallons. Given that emissions from the emergency backup generator and the sub base fuel storage tank would not trigger BAAQMD permit requirements, these emissions would not cause the project to conflict with or obstruct implementation of the applicable air quality plans.

- b) The project would be located in a region that experiences occasional violations of ozone and PM standards. Though the regional monitoring network no longer records violations of the carbon monoxide standard, congestion on busy roadways and intersections could lead to local carbon monoxide hotspots, particularly during peak traffic hours.

The project would affect local pollutant concentrations in two ways. First, during project construction, the project would affect local particulate concentrations by generating dust. Over the long term, the project would result in an increase in emissions due to related motor vehicle trips associated with the residential and retail uses proposed by the project, and the increase in motor vehicle trips would affect carbon monoxide concentrations along the local road network. In addition, any on-site stationary and area sources associated with the project may also affect local pollutant concentrations, but since they would likely be subject to BAAQMD permit requirements, they can be presumed to have a less-than-significant effect on local pollutant concentrations.

The project would be constructed over a period of approximately 24 months. Project construction, primarily activities such as demolition, site clearance and grading would generate substantial amounts of dust (including PM-10) from “fugitive” sources, such as earthmoving activities and vehicle travel over unpaved surfaces, and lesser amounts of other criteria pollutants from the operation of heavy equipment construction machinery (primarily diesel operated) and construction worker automobile trips (primarily gasoline operated). Construction-related dust emissions would vary from day to day, depending on the level and type of activity, silt content of the soil, and the weather. Construction activities may result in significant quantities of dust, and as a result, local visibility and PM-10 concentrations may be adversely affected on a temporary basis during the construction period. In addition, larger dust particles would settle out of the atmosphere close to the construction site resulting in a potential soiling nuisance for adjacent uses.

For the evaluation of construction-phase impacts, BAAQMD does not require a detailed quantification of construction emissions. Instead, it recommends that evaluation of the significance of impacts be based on a consideration of the control measures to be implemented (BAAQMD, 1999). Generally, if appropriate measures are implemented to reduce fugitive dust, then the residual impact can be presumed to be less than significant. Without these measures, the impact is generally considered to be significant, particularly if sensitive land uses (e.g., residential) are located in the project vicinity. In this instance, single-family residential uses are located to the west, north and east of the site in the City

of South San Francisco, and south of the site in the City of San Bruno. Thus, without appropriate dust mitigation, the impact would be significant.

**Mitigation Measure AIR-1:** During construction, the project sponsor shall require the construction contractor to implement BAAQMD's basic and enhanced dust control procedures required for sites larger than four acres, such as the project site, to maintain project construction-related impacts at acceptable levels; this mitigates the potential impact to less than significant.

Elements of the "basic" and "enhanced" dust control program for project components that disturb more than four acres shall include, but not necessarily be limited to the following:

- Water all active construction areas at least twice daily. Watering should be sufficient to prevent airborne dust from leaving the site. Increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. Reclaimed water should be used whenever possible.
- Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard (i.e., the minimum required space between the top of the load and the top of the trailer).
- Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas and staging areas at construction sites.
- Sweep daily (with water sweepers using reclaimed water if possible) all paved access roads, parking areas and staging areas at construction sites.
- Sweep streets daily (with water sweepers using reclaimed water if possible) if visible soil material is carried onto adjacent public streets.
- Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for ten days or more).
- Enclose, cover, water twice daily or apply (non-toxic) soil binders to exposed stockpiles (dirt, sand, etc.).
- Limit traffic speeds on unpaved roads to 15 mph.
- Replant vegetation in disturbed areas as quickly as possible.

With implementation of these measures, project construction would not be expected to violate any air quality standard or contribute to an existing or projected air quality violation in the project vicinity.

Construction activities would also result in the emission of other criteria pollutants from equipment exhaust, construction-related vehicular activity, and construction worker automobile trips. Emission levels for construction activities would vary depending on the number and type of equipment, duration of use, operation schedules, and the number of construction workers. Criteria pollutant emissions of ROG and NO<sub>x</sub> from these emission sources would incrementally add to the regional atmospheric loading of ozone precursors during project construction. BAAQMD CEQA Guidelines recognize that construction equipment emit ozone precursors, but indicate that such emissions are included in the emission inventory that is the basis for regional air quality plans. Therefore construction emissions are not expected to impede attainment or maintenance of ozone standards in the Bay Area (BAAQMD, 1999). The impact would therefore be less than significant.

Due to the age of the buildings that would be demolished, some structural components may contain hazardous materials such as asbestos used in insulation, fire retardants, or building materials (floor tile, roofing, etc.) and lead-based paint. If asbestos were found to be present in building materials to be removed, demolition and disposal would be required to be conducted in accordance with the procedures specified by Regulation 11, Rule 2 (Asbestos Demolition, Renovation and Manufacturing) of BAAQMD's regulations. Therefore, required compliance with existing regulation would reduce the potential for public health hazards associated with airborne asbestos fibers or lead dust to a less than significant level.

For long-term, traffic-related effects on local carbon monoxide concentrations, the BAAQMD recommends a screening approach to identify intersections where a project could potentially cause a violation of the carbon monoxide standard or contribute substantially to a projected violation. Generally, violations of carbon monoxide concentrations do not occur in the vicinities of intersections that operate at Levels of Service (LOS) A, B, or C during peak periods. Ten intersections in the vicinity of the project site were analyzed as part of the traffic study conducted by DKS Associates. The traffic report concludes that all of the study intersections would operate at LOS C or better through the study period (including project traffic increases) with one exception: the p.m. peak-hour period at the intersection of Avalon Drive and the I-280 Northbound Ramps (DKS Associates, 2006).

To evaluate worst-case carbon monoxide concentrations at this intersection, the BAAQMD's methodology for manual calculation of CO concentrations was used (BAAQMD, 1999) with input from the traffic report. The results of the analysis indicate that worst-case carbon monoxide concentrations in the vicinity of this intersection would be well below the state and federal ambient air quality standards for both existing and existing plus planned plus project conditions. Therefore, the long-term increase in traffic due to the project would not violate any air quality standard or contribute to an existing or projected air quality violation in the project vicinity, and no mitigation for that effect is required. It must be noted that peak hour traffic volumes (and associated emissions) in



- the vicinity of the project site would reduce with the project when compared to the scenario with a daycare center in place of the proposed project.
- c) Once occupied, the project would result in an increase in emissions primarily due to related motor vehicle traffic. As discussed under 3(a), above, the average daily vehicle trips generated by the project would not generate emissions that would exceed the BAAQMD significance thresholds. Therefore, while project-related motor vehicle emissions would contribute incrementally to regional ozone and PM-10 concentrations, the effect would not be cumulatively considerable. Background carbon monoxide concentrations in the area are expected to decrease in future years despite the addition of project and cumulative traffic. This would be due to the beneficial effects of ongoing state and federal vehicle emissions reductions programs, which are expected to continue to generate reductions in average vehicle emissions of carbon monoxide per vehicle-mile-traveled for the foreseeable future. Therefore, the increase in traffic due to the project and other cumulative development in the area would not violate any air quality standard. The project would therefore not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard.
  - d) Construction activities could expose sensitive receptors (located north, east and west of the project site) to substantial pollutant concentrations, principally PM-10, from fugitive dust sources. However, with implementation of the dust abatement program described in Mitigation Measure AIR-1, above, this impact would be reduced to a less-than-significant level. Lastly, based on carbon monoxide modeling results described above under 3(b), above, project-related motor vehicle traffic would not expose sensitive receptors along the local road network to substantial pollutant concentrations.
  - e) As a general matter, the types of land use development that pose potential odor problems include wastewater treatment plants, refineries, landfills, composting facilities and transfer stations. The proposed project would include a sewage pumping station on the site to pump sewage from on-site uses to the existing gravity sanitary sewer located near the intersection of the project entrance and Evergreen Drive. The station would be below grade and covered with a hatch including gaskets to avoid odor during operations. Therefore the project would not create objectionable odors that would affect a substantial number of people. Also, there are no existing odor sources in the vicinity of the project site that the occupants of the proposed residences would be subjected to.

**Sources:**

Bay Area Air Quality Management District (BAAQMD), *BAAQMD CEQA Guidelines, Assessing the Air Quality Impacts of Projects and Plans*, revised December 1999.

DKS Associates, *2396 Evergreen Drive Development Traffic Impact Analysis – Draft Report*, June 16, 2006.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>4. BIOLOGICAL RESOURCES — Would the project:</b>				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>4. BIOLOGICAL RESOURCES — (cont.):</b>				
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Comments

- a-c) No natural habitats or vegetation communities currently exist on the site, and due to the area's long history of disturbance, it is unlikely that the proposed project would have direct or indirect adverse effects on any rare, endangered, or threatened species. The California Natural Diversity Data Base (CNDDB) documents occurrences of special status species within the USGS quadrangles containing the site, but many of these are historical or are associated with sensitive habitats not found on site (California Department of Fish and Game (CDFG, 2006). Habitat for any of the special status species plant or animal species or native communities listed by CNDDB or California Native Plant Society (2006) no longer exists at the project site. There are no wetlands on the property, as defined by either the federal Clean Water Act or the State of California.

A reconnaissance-level field survey was conducted by ESA on April 28, 2006, to verify existing conditions, assess vegetation and wildlife habitats, and identify the potential for sensitive species to occur on-site. The property comprises a paved parking area, recreational fields, vacant school buildings, and trees along the borders. Wildlife observed during the reconnaissance survey included cedar waxwings (*Bombycilla cedrorum*), dark-eyed junco (*Junco hyemalis*), American robin (*Turdus migratorius*), house finch (*Carpodacus mexicanus*), American crow (*Corvus brachyrhynchos*), California towhee (*Pipilo crissalis*), black phoebe (*Sayornis nigricans*), and Anna's hummingbird (*Calypte anna*), as well as gopher burrow digs. No special status species were observed.

- d) The project site is completely surrounded by residential development and therefore does not provide for wildlife movement or migration through the region. Project activities would not impact wildlife corridors. Incorporated into project design is the removal of several trees along the site borders, including the thinning of the eucalyptus grove along the site's southern border, and removal of all pines, eucalyptus, and select Monterey cypress along northwestern border. Trees and shrubs can provide nesting substrate for raptors and other birds which, although not special status, are protected by other laws and regulations. Tree removal has the potential to result in direct harm to individual birds through "take" of their nests, eggs, or nestlings. Construction activities may also result in indirect impacts to protected breeding birds resulting from construction noise, even when potential nests are unaffected.

Breeding birds are protected under California Fish and Game Code 3503 and raptors are protected under Section 3503.5. In addition, Section 3513 of the Code and the Federal Migratory Bird Treaty Act (16 USC, Sec. 703 Supp. I, 1989) prohibit the killing, possession, or trading of migratory birds. Finally, Section 3800 of the Code prohibits the taking of non-game birds, that are defined as birds occurring naturally in California that are not game birds or fully protected species. Potential impacts to breeding or nesting birds occurring as a result of project construction would be minimized to a less-than-significant level with the implementation of **Mitigation Measure BIO-1**.

**Mitigation Measure BIO-1:** To the extent practicable, construction activities should be performed or vegetation removed from September through February to avoid the general nesting period for birds. If construction or vegetation removal cannot be performed during this period, pre-construction surveys should be performed by a qualified biologist no sooner than 14 days prior to construction activities to locate any active nests prior to the start of construction and prior to the removal of any tree. If active nests are observed, buffer zones will be established around active nest trees, with a size acceptable to the California Department of Fish and Game. Construction activities shall avoid buffered zones and no tree will be removed until the young have fledged or the nest is otherwise abandoned.

- e) The City of San Bruno has adopted a Heritage Tree ordinance to preserve the urban forest and protect trees that are significant to the community. According the San Bruno Municipal Code a tree is considered a Heritage Tree if it meets any of the following criteria:

- Any native Bay (*Umbellularia californica*), Buckeye (*Aesculus species*), Oak (*Quercus species*), Redwood (*Sequoia sempervirens*), or Pine (*Pinus radiata*) tree that has a diameter of six (6) inches or more measured at fifty-four (54) inches above natural grade;
- Any tree or stand of trees designated by resolution of the city council to be of special historical value or of significant community benefit;
- A stand of trees, the nature of which makes each dependent on the others for survival; or
- Any other tree with a trunk diameter of ten (10) inches or more, measured at fifty-four (54) inches above natural grade.

A tree survey identified 423 trees on the property and 401 of these trees meet the criteria to be classified as Heritage Trees (Sandburg, 2006). The proposed project activities would remove 300 Heritage Trees; of these approximately 250 are eucalyptus and 30 are pines. A significant number of these removals are due to the City draft conditions of approval (see Conditions Fire 8D, Fire 8E, and Parks 2). Removal of or damage to Heritage trees would be a potentially significant impact. In order to remove a Heritage Tree, a tree removal permit must be obtained from the San Bruno Director of Public Works and conditions stipulated by the permit must be followed. Adherence to the San Bruno Heritage Tree Ordinance and implementation of **Mitigation Measure BIO-2** would reduce project impacts to a less than significant level.

**Mitigation Measure BIO-2:** To the extent possible, project design should avoid removal and damage to Heritage Trees. For any Heritage Tree to be removed a Heritage Tree Removal Permit must be obtained from the Director of Public Works before a Heritage Tree is removed. A tree report conducted by a certified arborist will identify Heritage Tree designation, condition, size, and potential for transplantation, as well as, measures to protect Heritage Trees that will not be removed. The tree report will be completed prior to any demolition, grading, or construction activities. As determined by the Director of Public Works a minimum of two 24-inch box size trees or one 36-inch box size tree will be required to mitigate the loss of each Heritage Tree, or alternatively to the satisfaction of the Director of Public Works.

In addition, one Heritage Tree and Monterey cypress (*Cupressus macrocarpa*) were identified to be suitable for relocating. However, transplanting procedures are stressful to trees and can result in the damage of or death of a Heritage Tree. Loss of transplanted Heritage Trees could result in a significant impact. Implementation of **Mitigation Measure BIO-3** would reduce the potential impact of the project on Heritage Trees to a less than significant level if transplanting is unsuccessful.

**Mitigation Measure BIO-3:** The project sponsor shall monitor all transplanted Heritage Trees for a period of five years. Transplanted trees that do not survive during the five-year period shall be replaced at a rate of two 24-inch box size trees or one 36-inch box size tree.

- f) The project site is not within any Habitat Conservation Plan, Natural Community Conservation Plan, or any other state, regional, or local conservation plan area. Therefore project activities will not conflict with any such plans and there would be no impact.

**Sources:**

California Department of Fish and Game, California Natural Diversity Data Base for 7.5 minute topographic quadrangles San Francisco South and Montara Mountain, 2006.

California Native Plant Society (CNPS), Inventory of Rare and Endangered Plants for 7.5 minute topographic quadrangles San Francisco South and Montara Mountain (online edition, v7-06b, available online at <http://www.cnps.org/inventory>), 2006.

City of San Bruno, San Bruno Municipal Code Title 8 Streets, Sidewalks, and Rights-Of-Way; Chapter 8.25 Heritage Trees, available online at <http://qcode.us/codes/sanbruno>, 2006.

BFK, Draft Tree Survey and Tree Exhibit for Summer Hill Homes, Carl Sandburg Site San Bruno, April 17, 2006.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>5. CULTURAL RESOURCES — Would the project:</b>				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of a unique archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Comments**

- a-b) A records search of all pertinent survey and site data was conducted at the Northwest Information Center at Sonoma State University on May 31, 2006 [File No. 05-1166]. The review included the project site along with a ¼-mile buffer that constituted the Study Area. Previous surveys, studies, and site records were accessed as they pertained to the project area. Records in the *Directory of Properties in the Historic Property Data File for San Mateo County* were also reviewed for information regarding sites with recognized historical significance. This directory, which lists all properties contained in the *National Register of Historic Places*, the *California Register of Historic Resources*, the *California Inventory of Historic Resources* (1976), the *California Historical Landmarks* (1996), and the *California Points of Historical Interest* (1992), was reviewed for all federal and state-listed historical resources on or near the project site (all state and federal lists are on file as reference books at the Northwest Information Center, Rohnert Park, CA). No federal, state, or local historical resources were identified on the project site or within ¼ mile of the site. No previously recorded archaeological sites have been identified within the study area. A cluster of sites was identified approximately a half-mile from of the study area near Sneath Lane between I-280 and Cherry Avenue along San Bruno Creek (WSA, 2003).

A site reconnaissance was conducted by an ESA Registered Professional Archaeologist and an ESA Architectural Historian in April, 2006. The project site is mostly developed with the buildings associated with the former Carl Sandburg School, which is currently vacant. Ball fields attached to the school are located to the east of the school facility overlooking a vista of San Francisco Bay and South San Francisco. Surface visibility at the site was minimal due to asphalt and heavy grass cover; any areas of exposed soils were examined more closely. No historical resources or unique archaeological sites were identified. While no resources were identified either as part of the site reconnaissance or the records search, and the site has a low probability for encountering cultural resources during construction of the proposed project due to the graded/disturbed soils on the project site, there always exists some potential for accidental discovery of cultural materials during ground disturbing activities. Demolition or destruction of such unrecorded resources prior to their evaluation for significance would be considered a potentially significant impact. Implementation of **Mitigation Measure CUL-1** would reduce the potential of accidental damage to cultural resources to a less-than-significant level.

Constructed in 1965, the Carl Sandburg School<sup>2</sup> would not be of sufficient age (typically 45-50 years old or older) to qualify for listing in the California Register of Historical Resources, and as such, would not be considered an historical resource for CEQA purposes. Demolition of the school facility would be a less-than-significant impact under CEQA Section 15064.5.

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<sup>2</sup> The Sandburg School is named after Carl Sandburg (1878 – 1967) a famous American poet, author, and educator after which many schools have been named in his honor.

Impacts to unique archaeological resources could result from ground-disturbing activities. Ground-disturbing activities include project-related excavation, grading, trenching, or other sub-surface disturbance that could damage or destroy buried archaeological resources, including prehistoric and historic remains or human burials. While no sites have been previously identified in the study area and the area has been disturbed by construction of the school and housing, archaeological deposits may still occur below grade in areas determined to be of low sensitivity. In addition, the project site is located on a knoll overlooking the Bay, which may be a factor in predicting prehistoric use.

**Measure CUL-1:** In the event that any prehistoric or historic subsurface cultural resources are discovered during ground disturbing activities, all work within 50 feet of the resources shall be halted and the City of San Bruno shall consult with a qualified archaeologist to assess the significance of the find. If any find is determined to be significant, representatives of the City of San Bruno and a Specialist shall meet to determine the appropriate avoidance measures or other appropriate mitigation, with the ultimate determination to be made by the lead agency. All significant cultural materials recovered shall be, as necessary, subject to scientific analysis, professional museum curation, and a report prepared by a Specialist according to current professional standards.

In considering any suggested mitigation proposed by the consulting archaeologist in order to mitigate impacts to historical resources or unique archaeological resources, the lead agency shall determine whether avoidance is necessary and feasible in light of factors such as the nature of the find, project design, costs, and other considerations. If avoidance is infeasible, other appropriate measures (e.g., data recovery) shall be instituted. Work may proceed on other parts of the project site while mitigation for historical resources or unique archaeological resources is carried out.

- c) Paleontologic resources are the fossilized evidence of past life found in the geologic record. Despite the prodigious volume of sedimentary rock deposits preserved worldwide, and the enormous number of organisms that have lived through time, preservation of plant or animal remains as fossils is an extremely rare occurrence. Because of the infrequency of fossil preservation, fossils – particularly vertebrate fossils – are considered to be nonrenewable resources. Because of their rarity, and the scientific information they can provide, fossils are highly significant records of ancient life. Paleontologic resource localities are those sites where the fossilized remains of extinct animals and/or plants have been preserved.

No recorded, unique paleontologic resources or unique geologic features are listed at the project site. However, in the event such resources are discovered during project demolition or construction activities, implementation of **Mitigation Measure CUL-2** would reduce the potential impact to a less-than-significant level.

**Measure CUL-2:** An appointed representative of the City of San Bruno will notify a qualified paleontologist of unanticipated discoveries, document the discovery as

needed, evaluate the potential resource, and assess the significance of the find under the criteria set forth in Section 15064.5 of the CEQA Guidelines. In the event a fossil is discovered during construction, excavations within 50 feet of the find will be temporarily halted or diverted until the discovery is examined by a qualified paleontologist, in accordance with Society of Vertebrate Paleontology standards (SVP, 1995). The paleontologist will notify the City of San Bruno to determine procedures to be followed before construction is allowed to resume at the location of the find. If the City of San Bruno determines that avoidance is not feasible, the paleontologist will prepare an excavation plan for mitigating the effect of the project on the qualities that make the resource important, and the plan will be implemented. The plan will be submitted to the City of San Bruno for review and approval.

- d) There is no indication that this particular site has been used for burial purposes in the recent or distant past. Thus, it is unlikely that human remains would be encountered during project construction. However, in the event of the discovery of any human remains, including those interred outside of formal cemeteries, during project construction, the following Mitigation Measure is provided and would reduce potential impacts to human remains to a less than significant level.

**Mitigation Measure CUL-3:** In the event that human skeletal remains are uncovered during construction activities for the Proposed Project, the City of San Bruno shall immediately halt work, contact the San Mateo County Coroner to evaluate the remains, and follow the procedures and protocols pursuant to Section 15064.5 (e)(1) of the CEQA Guidelines. If the County Coroner determines that the remains are Native American, the City of San Bruno shall contact the California Native American Heritage Commission, pursuant to subdivision (c) of Section 7050.5 of the Health and Safety Code, and all excavation and site preparation activities shall cease until appropriate arrangements are made.

**Sources:**

Northwest Information Center at Sonoma State University. *Records search for the Carl Sandburg Site [File No. 05-1166]*, May 31, 2006

Office of Historic Preservation (OHP), Directory of Properties in the Historic Property Data File, San Mateo County, 2006.

Society of Vertebrate Paleontology (SVP), Assessment and Mitigation of Adverse Impacts to Nonrenewable Paleontologic Resources – Standard Guidelines, Society of Vertebrate Paleontology News Bulletin, Vol. 163, p. 22-27, 1995.

WSA, Cultural Resources Assessment of Alternative Routes for PG&E's Jefferson-Martin Transmission Line, San Mateo County, California, On file at the Northwest Information Center, Rohnert Park, CA, File No. 27930, 2003.

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<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>6. GEOLOGY AND SOILS — Would the project:</b>				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### Comments

- a-i) The project site is not located in an Alquist-Priolo Earthquake Fault Zone,<sup>3</sup> as defined by the California State Department of Conservation, Geological Survey (CGS, formerly the Division of Mines and Geology), and no active or potentially active faults exist on or in the immediate vicinity of the project site.<sup>4</sup> The nearest active faults are the San Andreas Fault Zone, located less than one-half mile southwest of the project site; the Hayward Fault,

<sup>3</sup> Alquist-Priolo Zones designate areas most likely to experience fault rupture, although surface fault rupture is not necessarily restricted to those specifically zoned areas.

<sup>4</sup> An active fault is defined by the State of California as a fault that has had surface displacement within Holocene time (approximately the last 10,000 years). A potentially active fault is defined as a fault that has shown evidence of surface displacement during the Quaternary (last 1.6 million years), unless direct geologic evidence demonstrates inactivity for all of the Holocene or longer. This definition does not, of course, mean that faults lacking evidence of surface displacement are necessarily inactive. Sufficiently active is also used to describe a fault if there is some evidence that Holocene displacement occurred on one or more of its segments or branches.

located approximately 17 miles east of the project site; and the San Gregario Fault, located 5 miles to the southwest of the project site.

Surface fault rupture is most commonly seen along traces of active faults during major earthquakes and results in observable offsets on the ground surface. On faults that generate horizontal movement (referred to as strike-slip faults) this displacement along a fault trace can cause considerable damage to a structure, and even collapse. Non-structural damage from fault rupture includes distorted asphalt, severe utility damage, distressed foundations and extensive service disruption for transportation facilities. Surface fault rupture presents a substantial potential risk to people and property, especially in the San Francisco Bay Area where there are several active faults. The State of California, through the Alquist-Priolo Earthquake Fault Zoning Act (Alquist-Priolo Act), prohibits the development of structures for human occupancy across active fault traces. Under the Alquist-Priolo Act, CGS must establish zones on either side of the active fault that delimit areas most susceptible to surface fault rupture. These zones are referred to as fault rupture hazard zones and are shown on official maps published by the CGS. As the site is not located within a fault rupture hazard zone, the potential for surface fault rupture is low and the impact is considered less than significant.

- a-ii) The U.S. Geological Survey (USGS) 2002 Working Group on California Earthquake Probabilities (USGS WG02) evaluated the likelihood of one or more earthquakes of moment magnitude 6.7 or higher occurring in the San Francisco Bay Area.<sup>5</sup> The result of the evaluation indicated a 62 percent likelihood that such an earthquake event will occur in the Bay Area before 2032. Within this 62 percent probability, the Hayward-Rodgers Creek and San Andreas Fault systems are the two most likely fault systems to cause the event (USGS, 2003). Therefore, the proposed project would likely experience at least one major earthquake (greater than moment magnitude 6.7) before 2032. The intensity of such an event would depend on the causative fault and the distance to the epicenter, the moment magnitude, and the duration of shaking.

As with the entire Bay Area, the project site is located in Seismic Zone 4 as designated by the current Uniform Building Code. According to the CGS Probabilistic Seismic Hazard Assessment (PSHA), peak ground acceleration at the project site could reach or exceed 0.72 g (TRC, 2006).<sup>6</sup> The PSHA identifies the hazard from earthquakes that geologists and seismologists agree could occur. It is “probabilistic” in the sense that the analysis takes into consideration the uncertainties in the size and location of earthquakes and the resulting

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<sup>5</sup> Moment magnitude is related to the physical size of a fault rupture and movement across a fault. The Richter magnitude scale reflects the maximum amplitude of a particular type of seismic wave. Moment magnitude provides a physically meaningful measure of the size of a faulting event (CGS, 1997).

<sup>6</sup> g is equivalent to the acceleration due to gravity, or 980 centimeters per second squared. Acceleration is scaled against acceleration due to gravity or the acceleration with which a ball falls if released at rest in a vacuum (1.0 g). Acceleration of 1.0 g is equivalent to a car traveling 100 meters (328 feet) from rest in 4.5 seconds.

ground motions that can affect a particular site.<sup>7</sup> As a comparison, the maximum ground accelerations recorded in San Francisco and Oakland during the 1989 moment magnitude 6.9 Loma Prieta earthquake were approximately 0.3 g. However, the recording sites were located more than 40 miles from the earthquake epicenter.

Ground motions within the Loma Prieta epicenter region were approximately 0.6 g (CGS, 1990). Structures on alluvium or artificial fill are generally more susceptible to damage than structures on bedrock.<sup>8</sup> In addition, the Association of Bay Area Governments (ABAG) determined that ground shaking on the project site will most likely be felt as very violent if a moment magnitude 7.9 earthquake were to occur on the San Andreas Fault Zone (ABAG, 2004a).

Ground shaking from a moderate to strong earthquake could generate ground accelerations at the proposed project site that could cause damage to structures, utilities, and/or unsecured equipment and objects. Damage from ground shaking could include cracking in walls and pavement and damage to exterior building elements.

Although some structural damage is typically not avoidable during an earthquake, building codes and construction ordinances have been established to protect against building collapse and major injury during a seismic event. The geotechnical investigation prepared for the project site, included an evaluation of seismic hazards and concluded that the project was feasible provided that design and construction were performed in accordance with recommendations made within the report. Implementation of **Mitigation Measure GEO-1** would ensure that the level of risk from ground shaking would be less than significant.

**Mitigation Measure GEO-1:** The proposed construction shall comply with the site specific recommendations made in the design level geotechnical investigation by TRC Lowney. These recommendations which were designed to mitigate geologic hazards shall become a part of the project. The final seismic considerations for the site shall be submitted to the San Bruno Building Division, prior to project commencement, to ensure compliance with the most current seismic building codes.

- a-iii) Liquefaction is the sudden temporary loss of shear strength in saturated, loose to medium dense, granular sediments subjected to ground shaking. It generally occurs when

<sup>7</sup> The maps are typically expressed in terms of probability of exceeding a certain ground motion. For example, the 10 percent probability of exceedance in 50 years maps depict an annual probability of 1 in 475 of being exceeded each year. This level of ground shaking has been used for designing buildings in high seismic areas. The maps for 10 percent probability of exceedance in 50 years show ground motions that geologists and seismologists do not think will be exceeded in the next 50 years. In fact, there is a 90 percent chance that these ground motions will not be exceeded. This probability level allows engineers to design buildings for larger ground motions that geologists and seismologists think will occur during a 50-year interval, which makes buildings safer than if there were only designed for the ground motions that are expected to occur in the next 50 years. Seismic shaking maps are prepared using consensus information on historical earthquakes and faults. These levels of ground shaking are used primarily for formulating building codes and for designing buildings. The maps can also be used for estimating potential economic losses and preparing for emergency response (Peterson *et al.*, 1996).

<sup>8</sup> Alluvial and alluvium refers to deposits of clay, silt, sand, and gravel deposited by a stream or running water.

seismically induced ground shaking causes pore water pressure to increase to a point equal to the overburden pressure. Liquefaction can cause foundation failure of buildings and other facilities due to the reduction of foundation bearing strength.

The CGS has not, at this time, completed seismic hazard mapping within the South San Francisco USGS 7.5-Minute topographic quadrangle that includes the project site. However, determinations by ABAG revealed that the project site has a very low potential for liquefaction (ABAG, 2004b). These maps are not intended for site specific interpretation, and the geotechnical report also concluded that the liquefaction potential was low based on the shallow depth of soils and depth of groundwater observed during field work (TRC, 2006). Therefore, the potential for liquefaction at the site would be considered less-than-significant.

- a-iv) Slope failures, including landslides, include many phenomena that involve the down-slope displacement and movement of material, either triggered by static (i.e. gravity) or dynamic (i.e. earthquake) forces. Slope failure is dependant on degree of incline, subsurface materials, precipitation, excavation, and seismicity. The type of failure can include deep-seated massive slope movements or shallow slump type movements. Under existing conditions, the proposed project site does not lie at the base of any noteworthy slopes that are susceptible to landslides. One small landslide was observed within some fill materials at the southeast corner of the project site. The geotechnical investigation performed for the proposed project included slope stability analysis and concluded that this landslide was inactive. In general, all of the slopes are considered stable, however some grading, removal of fill, and drainage improvements are recommended for the project prior to construction. In addition, a setback of at least 5 to 20 feet from the top of the slopes is recommended to prevent soil creep from causing structural damage. Incorporation of these recommendations into the project design would make the potential impact of slope failures less than significant.
- b) Construction activities associated with the proposed project would require significant excavation, earthmoving, grading, and compaction. These activities may expose areas of soil that have previously been covered with asphalt, concrete, or landscaping. This temporary loss of erosion control would expose bare soil, which could be subjected to erosion by wind and stormwater runoff. Concentrated water erosion, if not managed or controlled, can eventually result in substantial soil loss and/or discharging of sediment into storm drains, adjacent lots, or nearby creeks and drainages. Excessive soil loss can cause a potential threat to the structural integrity of structural foundations, earthen berms, or engineered fills.

The proposed project would disturb more than one acre. The project sponsor would therefore be required to apply for a National Pollutant Discharge Elimination System (NPDES) General Permit for Discharges of Storm Water Runoff Associated with Construction Activity (General Construction Permit), which involves preparing a Storm Water Pollution Prevention Plan (SWPPP) for all construction phases of the proposed project. As also described in Section 8, Hydrology, the project sponsor would be required

to develop and implement a SWPPP to minimize potential erosion and subsequent potential sedimentation from stormwater runoff. The SWPPP would include Best Management Practices (BMPs) to control erosion associated with grading, trenching, and other ground surface-disturbing activities.

Since BMPs have been recognized as methods to effectively prevent or minimize erosion, and the project sponsor would be required to adhere to erosion control measures outlined in the SWPPP, the potential for erosion impacts during construction would be less than significant. In addition, implementation of **Mitigation Measure GEO-2** would ensure that long term erosion control measures continue to provide protection of soil from erosion.

**Mitigation Measure GEO-2:** The project sponsor shall include permanent erosion control measures for exposed soil areas into the project specifications. These measures shall include control features such as hydro-seeding, permanent erosion control mats or blankets, and/or vegetative cover as recommended by a licensed geotechnical engineering firm.

- c) The project site was determined to be located on a relatively flat area created by cut-and-fill grading work. The site is underlain by bedrock at relatively shallow depths which increases in the downslope area where there are greater depths of undocumented fill. The fill, where present, ranges in depths from 4 to 20 feet below ground surface. These fill materials were determined to be unsuitable for development. The project sponsor shall remove these fill materials and replace the fill with engineered compacted fill as recommended in the geotechnical report to reduce the potential hazard of instability. The potential landslide hazard for the proposed project is discussed above in Section a-iv. With incorporation of the recommendations provided by the geotechnical report prepared for the proposed project, the potential hazard from unstable soils would be considered less than significant.
- d) Some of the near surface soils on the project site were determined to have a moderate expansion potential (TRC, 2006). The effects of expansive soils can damage foundations and aboveground structures, paved parking areas, and concrete slabs. Surface structures with foundations constructed in expansive soils could experience expansion and contraction depending on the season and the amount of surface water infiltration. The expansion and contraction due to the behavior of expansive soils could exert enough pressure on the proposed structures to result in cracking, settlement, and uplift.

The potential detrimental effects of expansive soils and/or settlement (soil movement) would be largely eliminated through the proposed grading plan and replacement of engineered fill. Recommendations given in the geotechnical report require design and construction of the proposed project in accordance with engineering design criteria needed to improve and/or eliminate damage from expansive soils conditions. One such recommendation is to deepen the foundations which would place the foundation on non expansive soils. In addition, landscaping considerations that would restrict surface water on expansive soils near structures and slabs-on-grade would reduce the potential for damage.

Therefore, inclusion of the engineering recommendations for the design and construction of the proposed project would ensure that the level of risk from expansive soils would be less than significant.

- e) Implementation of the proposed project would not involve the use of septic tanks or alternative wastewater treatment disposal systems to handle wastewater generation. Therefore, no impacts would result from project implementation.

#### Sources:

Association of Bay Area Governments (ABAG). *San Andreas – Peninsula Earthquake Shaking Scenario*, June, 2004a.

Association of Bay Area Governments (ABAG). *Liquefaction Susceptibility Map*, April, 2004b.

California Geological Survey (CGS). The Loma Prieta (Santa Cruz Mountains), California, Earthquake of 17 October 1989, Special Publication 104, 1990.

Peterson, M.D., Bryant, W.A., Cramer, C.H., PSHA for the State of California, CGS Open-File Report issued jointly with the USGS, CDMG 96-08 and USGS 96-706 1996.

TRC Lowney, Geotechnical and Geologic Investigation, Sandburg School Site Residential Development, San Bruno, California, February 13, 2006.

United States Geological Survey, USGS WG02, Earthquake Probabilities in the San Francisco Bay Region: 2003-2032 – A Summary of Findings, online at:  
<http://quake.wr.usgs.gov/research/seismology/wg02/summary>, 2003.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>7. HAZARDS AND HAZARDOUS MATERIALS – Would the project:</b>				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### Comments

- a-b) LFR Levine Fricke (LFR) prepared a Phase I Site Assessment (Phase I) of the 10.3-acre project site (consisting of three contiguous parcels) in September 2005 to identify recognized environmental conditions<sup>9</sup> associated with the current and historical usage of the project site and adjoining properties, and potential environmental impacts on the site from surrounding conditions or activities. The Phase I report included a review of historical records including local agency records. According to historical sources, the existing buildings were constructed in the 1960s. Before that time, the project site was undeveloped.

**Construction** Based on the date of building construction, lead-based paint and asbestos-containing building materials may be present on the project site (LFR, 2005). Lead-based paint could be separated from building materials during the demolition process. Separated paint can be classified as a hazardous waste if the lead content exceeds 1,000 parts per million and would need to be disposed of accordingly. Additionally, lead-based paint chips can pose a hazard to workers and adjacent sensitive land uses. Both the federal and California Occupational Safety and Health Administration (OSHA) regulate worker exposure during construction activities that impact lead-based paint. Interim Final Rule

<sup>9</sup> American Society of Testing and Materials defines "recognized environmental condition" as the presence or likely presence of any hazardous substances or petroleum products on a property under conditions that indicate an existing release, a past release, or a material threat of a release of any hazardous substances or petroleum products into structures on the property or into the ground, groundwater, or surface water of the property.

found in 29 CFR Part 1926.62 covers construction work that may expose employees to lead during such activities as demolition, surface preparation for re-painting, renovation, clean-up and routine maintenance. The OSHA-specified method of compliance includes respiratory protection, protective clothing, housekeeping, hygiene facilities, medical surveillance, training etc. No minimum level of lead is specified to activate the provisions of this regulation.

The mitigation measures below address the potential exposure of workers to hazardous materials during and following redevelopment of the project site. Implementation of **Mitigation Measure HAZ-1** would ensure that exposure to lead-based paint conforms to OSHA requirements and that fluorescent-lighting ballasts, if present, are disposed of properly. This mitigation measure would ensure that impacts associated with lead-based paint remain less than significant.

The Phase I investigation also concluded that asbestos-containing materials (ACMs) could be encountered during demolition of the existing structures which would require disposal, resulting in a need for appropriate identification and abatement prior to demolition. ACMs are regulated both as a hazardous air pollutant under the Clean Air Act and as a potential worker safety hazard under the authority of the California OSHA. The renovation or demolition of buildings containing asbestos would require retaining contractors who are licensed to conduct asbestos abatement work and notifying the BAAQMD 10 days prior to initiating construction and demolition activities.

Implementation of **Mitigation Measure HAZ-2**, below, would reduce potential project impacts associated with asbestos to levels considered less than significant.

**Mitigation Measure HAZ-1:** The project sponsor shall conduct a lead-based paint survey, and if present, prepare and implement a lead-based paint abatement plan.

Elements of the plan shall include the following:

- Development of an abatement specification approved by an Interim-Certified or Certified Project Designer.
- Securing of any necessary approvals from the City of San Bruno or the San Mateo County Department of Environmental Health for specifications or commencement of abatement activities.
- Preparation of a site Health and Safety Plan, as needed.
- Containment of all work areas to prohibit off-site migration of paint chip debris.
- Removal of all peeling and stratified lead-based paint on building surfaces and on non-building surfaces to the degree necessary to safely and properly complete demolition activities per the recommendations of the survey. The demolition



contractor shall be identified as responsible for properly containing and disposing of intact lead-based paint on all equipment to be cut and/or removed during the demolition.

- Providing on-site air monitoring during all abatement activities. Also provide background monitoring to ensure no contamination of work areas or adjacent properties.
- Cleanup and/or HEPA vacuum paint chips.
- Collection, segregation, and profiling waste for disposal determination.
- Providing for appropriate disposal of all waste.

**Mitigation Measure HAZ-2:** Any building suspected of containing ACMs shall require BAAQMD review and authorization prior to the Building Division issuance of a building or demolition permit. The Building Division shall review the application for a permit and require the applicant to retain the services of a licensed and certified asbestos inspector to perform a site inspection and if necessary, removal of the ACM's. The applicant is referred to the BAAQMD for removal compliance pursuant to BAAQMD regulations. The City does not issue any building or demolition permits until the applicant returns with written verification from BAAQMD that compliance has been met.

Also as part of the Phase I, an environmental database report prepared by FirstSearch (2005) was reviewed for local, state, and federal listings of properties within specific distances of the project site. Regulatory database lists were reviewed for cases pertaining to leaking underground storage tanks and aboveground storage tanks, hazardous waste sites, and abandoned sites within the specified radii of standards established by the American Society for Testing and Materials (ASTM). The database report did not identify any properties within the ASTM-specified radii of the project site for any of the state and federal databases reviewed.

According to the site reconnaissance conducted as a part of the Phase I, there were no indications of the use, treatment, storage, disposal, or generation of hazardous substances or petroleum products on the property, except for minor amounts of janitorial cleaning supplies. No hazardous substances or petroleum products, aboveground or underground storage tanks, or pools or sumps of liquid or drums were observed on the property.

During project construction, minor amounts of hazardous materials would be handled, stored and transported through the project area. Construction activities typically involve use of potentially toxic substances, such as paints, fuels, and solvents, which if handled inappropriately could result in spills and expose workers to health risks. However, as discussed in Section 8, *Hydrology and Water Quality*, construction at the site would comply with a SWPPP. Compliance with hazardous materials BMPs, as identified in the

required SWPPP would reduce potential impacts from spills or leaks associated with construction hazardous materials to a less-than-significant level.

**Operation** During project operations, minor amounts of hazardous materials would be used by people living on the site as part of normal residential activity, and vehicles traveling within the project site boundaries would use, transport, and occasionally leak hazardous substances. These materials could potentially end up in the City of San Bruno's stormwater system. However, compliance with the City/County Association of Governments of San Mateo County's (C/CAG's) Stormwater Management Plan requirements (as discussed in Section 8, *Hydrology and Water Quality*) would ensure that potential impacts from residential hazardous material use, transport and disposal would be less than significant.

Records from the San Bruno Fire Department indicate that sulfuric acid, lead, lead oxide, and lead sulfate (hazardous materials stored in the form of batteries) are found in the Nextel cellular tower structure on site. No recognized environmental conditions, associated with the Nextel operations, were reported in the Phase I investigation. Therefore, the potential impact from exposure to these hazardous materials would be less than significant. The proposed pump station as part of the sewage system proposed for the project would include a standby generator that would be powered by diesel. Therefore, operations of the project would include the storage of small quantities of diesel fuel in association with the generator. Storage would be in accordance with manufacturer's specifications and applicable regulations for the storage of hazardous materials.

Project operation would not otherwise involve the handling of hazardous substances. Therefore the long term potential for the release of hazardous materials during project operations is considered less than significant.

- c) There are no schools within one-quarter mile of the project site. The nearest schools are Rollingwood Elementary, Monte Verde Elementary, and Foxridge Community Day School, each about one-third of a mile away. Additionally, potential impacts associated with the handling of hazardous materials would be limited to the time of construction and would be minimized by implementation of **Mitigation Measures HAZ-1, HAZ-2, and HYDRO-1**. The potential impact to schools would therefore be less than significant.
- d) According to the Phase I report the project site is not considered to be a hazardous materials site (LFR, 2005). It is not listed on the Cortese or Hazardous Waste and Substances Site List. The project would not create a significant hazard to the public or the environment as a result of a listing as a hazardous materials site.
- e) The project site is located less than two miles from San Francisco International Airport. The San Mateo County Airport Land Use Plan (ALUP) and the San Bruno General Plan (1984) set height and land use restrictions on properties within the San Francisco International ALUP. Height restrictions are determined using the adopted Federal Aviation Regulations FAR Part 77. The proposed project would be required by the City to comply

with these restrictions and regulations set forth in these documents. The potential impact would be less than significant.

- f) The proposed project is not located in the vicinity of a private airport strip. No impact associated with private airport strips would occur.
- g) The proposed project would be designed in accordance with City of San Bruno requirements to ensure adequate police, ambulance, and fire personnel access to the proposed development. The project plans include an emergency vehicle access road way for the entire development. Otherwise, the proposed project would not involve the temporary or permanent closure of roads, and would therefore not interfere with existing emergency response or evacuation plans. The potential impact on emergency response plans or emergency evacuation plans would be less than significant.
- h) The project site is located in an urbanized area, surrounded by residential uses. The project site is not located adjacent to wildlands. The proposed structures and infrastructure would be required to comply with all applicable fire codes and fire suppression systems, as required by the fire marshal. Therefore, the proposed project would not expose people or structures to significant risks associated with wildland fires.

#### Sources:

Airport Land Use Commission of San Mateo County, San Mateo County Airport Land Use Plan, 1996.

City of San Bruno, City of San Bruno General Plan, 1984.

Levine Fricke LFR (LFR), Phase I Environmental Site Assessment, 2396 Evergreen Drive, San Bruno, California, prepared for Summerhill Homes, September 12, 2005.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>8. HYDROLOGY AND WATER QUALITY — Would the project:</b>				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion of siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation of seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Comments

- a,f) **Construction** Project construction would involve activities such as grading, excavation, soil stockpiling, and boring that would generate loose, erodible soils that, if not properly managed, would cause erosion or siltation. Soil erosion would result in excess sediment loads in waterways and could affect the quality of stormwater flowing into the storm drains and eventually into San Francisco Bay. Project construction would also involve use of fuel and other chemicals that, if not managed properly, could combine with the stormwater flow from the site.

Construction activities on sites of one acre or more are subject to the requirements of the NPDES General Construction Permit regulated by the San Francisco Bay Regional Water Quality Control Board (RWQCB) under the Clean Water Act. The Clean Water Act requires that pollutants in stormwater discharges be reduced to the maximum extent practicable to effectively eliminate most types of non-stormwater discharges to the storm drains. San Bruno is a part of the C/CAG of San Mateo County, which coordinates the San Mateo Countywide Stormwater Pollution Prevention Program (STOPPP). As a part of STOPPP, the C/CAG has developed a Stormwater Management Plan (SWMP) that extends

from April 2004 through July 2010. The SWMP serves as a part of the basis of the NPDES permit issued by the RWQCB and complies with the stormwater requirements under the Clean Water Act (C/CAG, 2003).

Under the General Construction Permit, the project sponsor would implement **Mitigation Measure HYDRO-1**, listed below, which includes preparation of a SWPPP be required prior to construction.

**Mitigation Measure HYDRO-1:** The project sponsor shall take the following steps:

- Prior to construction, the project sponsor shall file a Notice of Intent and submit a SWPPP to the RWQCB. The SWPPP is required to include BMPs to be implemented during project construction. BMPs shall include measures such as installation of silt fence at the construction site to control sedimentation. Implementation of BMPs shall control soil erosion and contamination of surface flows and shall prevent the discharge of pollutants from the construction area. Additionally, the SWPPP must describe measures to prevent or control pollutants in runoff after construction is complete and identify procedures for inspecting and maintaining these facilities or project elements.
- The SWPPP shall also include spill prevention and control measures that will be implemented during the use and handling of fuels and other chemicals and reduce or eliminate the occurrence of spills or washing off of chemicals into the waters.
- The project sponsor shall conduct monitoring of the construction site particularly during the winter months to ensure proper maintenance of BMPs and stormwater flow control.
- The project sponsor shall also apply for a grading permit prior to construction.
- A copy of the SWPPP shall also be submitted to the City subsequent to the approval and issuance of the grading permit.
- At the end of the construction period, the project sponsor shall file a Notice of Termination with the RWQCB.
- The project sponsor shall coordinate the preparation of the SWPPP with the SWMP prepared by the C/CAG (2003) and implement all erosion and stormwater control measures to reduce potential water quality impacts.

**Operation** The project would increase the amount of impervious surface area on the site, thus reducing the infiltration capacity of the existing pervious areas. The resulting increased stormwater flow could come in contact with pollutants, such as fuels from automobiles and potential runoff from landscaping operations and cause increased

stormwater pollution. Implementation of the **Mitigation Measure HYDRO-2** would reduce any long-term water quality impacts to less than significant.

As described in the **Mitigation Measure HYDRO-2**, the project sponsor would be required to follow the SWMP to eliminate non-stormwater discharges and apply BMPs, to the maximum extent practicable, to prevent stormwater pollution.

**Mitigation Measure HYDRO-2:** The project sponsor will take the following steps:

- The proposed project would create or replace more than an acre of impervious areas, therefore, the project sponsor shall implement appropriate source control and site design measures (maximizing pervious areas). Stormwater control measures shall be implemented and maintained throughout the life of the project to reduce the discharge of stormwater pollutants to the maximum extent practicable.
- The project sponsor shall implement stormwater treatment measures that removed pollutants before stormwater reaches the storm drain system. The hydraulic criteria for the treatment measures shall be designed according to the specifications in the countywide NPDES permit.
- The project sponsor shall comply with the hydromodification management plan (HMP) prepared by STOPPP, in which, the project will be required to retain, detain, or infiltrate runoff to match pre-project flows and durations. The HMP will be likely approved by the RWQCB in 2006 (STOPPP, 2006).

With the implementation of the identified mitigation measures, the proposed project would not violate any water quality standards or waste discharge requirements.

- b) The project site lies in the San Mateo Plain subbasin within the Santa Clara Valley groundwater basin. Groundwater at the site occurs at over 59 feet below the ground surface (TRC Lowney, 2006). Excavation or trenching during project construction would not intercept groundwater. Further, the project would not include the extraction of groundwater that could affect public water supply wells or aquifers. Therefore, the project would result in no impact on groundwater.
- c-e) The project sponsor proposes to build single-family homes on a 10.3-acre parcel that is approximately 36 percent paved. The project would increase the impervious surface area to approximately 58 percent (BKF, 2006), thereby reducing the infiltration capacity of the currently undeveloped portions of the site. This would change the site's drainage pattern and increase the stormwater flow by approximately 4.5 cubic feet per second during a 25-year storm event. The project would involve installation of a new stormwater drainage system, which would be designed in accordance with the City's engineering standards. A final hydrology and hydraulic report prepared by a qualified California Registered Civil Engineer would be submitted to the City for review and approval to demonstrate full compliance with drainage system design requirements. The increase in storm runoff would

be detained on-site in 605-foot long 48-inch pipes. The connection of these pipes to the existing storm drainage system would be controlled to maintain post-development peak flow at a level that is less than or equal to the pre-development peak flow. Pursuant to the City's draft conditions of approval, the proposed street storm drain system would be designed to receive 25-year storm, and the stormwater detention would be designed to contain a 100-year storm event.. Therefore, the increase in stormwater flow and drainage pattern would not be expected to be significant. Therefore, the impact from the increased impervious areas would be considered less than significant.

- g-i) The City does not lie within the 100-year floodplain (ESRI-FEMA, 2003). Therefore, the project would result in no impact.
- j) According to the San Bruno General Plan (1984), low lying areas in San Bruno are subject to potential flood hazards. As noted in the project description, the site maintains relatively flat topography and is located at an elevation of 500 feet above mean sea level on a knoll that slopes from west to east. Therefore, the project would result in no impacts from inundation.

#### Sources:

BKF Engineers. Vesting Tentative Map Storm Drainage Study for Improvement of Merimont, San Bruno, California, July 19, 2006.

C/CAG, Stormwater Management Plan, July 2004- June 2009, San Mateo Countywide Stormwater Pollution Prevention Program, 2003.

City of San Bruno, City of San Bruno General Plan, 1984.

ESRI-FEMA, U.S. Flood Hazard Area Maps, Available online at [www.esri.com/hazards/](http://www.esri.com/hazards/), accessed on June 5, 2006.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>9. LAND USE AND PLANNING — Would the project:</b>				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Comments

- a) The project site is situated within the City of San Bruno and bordered to the north by the City of South San Francisco. Land uses adjacent to the project site, and in the project vicinity consist of single-family residences. The site is bordered to the north, east and west by single-family residential development within the City of South San Francisco, and bordered to the south by a grove of eucalyptus trees adjacent to single-family residences along Evergreen Drive in the City of San Bruno. Although the site is in proximity to existing nearby residential development, the site is somewhat separated from these uses by the varying topography and bordering vegetation.

The project site includes vacant school structures, a children's play area with some playground equipment, a Nextel cellular tower facility, and two baseball diamonds. Although the baseball diamonds are used by San Bruno residents, the on-site buildings are vacant. The proposed project would increase land use intensity at the site and would improve the surrounding urban environment by establishing a new residential community on underutilized land. The project would introduce residential land uses on the site that would be compatible with adjacent existing residential neighborhoods. Therefore, the project would not physically divide an established community.

- b) The General Plan designates the project site as Low Density Residential, and the site is within the R-1, Single Family Residential Zoning District. The land use designation allows for up to eight residential units per acre, and development usually associated with single-family residences. The proposed project would be allowable under the site's General Plan and Zoning designation, and would comply with the zoning regulations with regard to allowable building height and density (the proposed 70 residential units would result in a density of approximately seven units per acre).

The proposed project would provide new residences that would augment existing residential neighborhoods in the project vicinity, and the project would not conflict with existing residences in terms of character or density. Additionally, the project would be consistent with the San Bruno General Plan Housing Element, which identifies the project site as a housing opportunity site. The project would require a Planned Unit Development Permit, and would also be subject to the City's Architectural Review prior to the issuance of building permits.

The project site is less than two miles from the San Francisco International Airport, and would be also subject to the San Mateo County ALUP. The ALUP addresses height and



land use on properties within the ALUP's jurisdiction. The proposed land use would be compatible with the general land use criteria identified in the San Mateo County ALUP. Based on the foregoing, the project's impact to land use would be less than significant.

- c) There is no established habitat plan or natural community conservation plan established for the project site. Therefore, the project would result in no impact. For more information regarding on-site biological resources, see Section 4, *Biological Resources*.

**Sources:**

Airport Land Use Commission of San Mateo County, San Mateo County Airport Land Use Plan, 1996.

City of San Bruno, City of San Bruno General Plan, 1984.

City of San Bruno, City of San Bruno General Plan Housing Element, January, 2003.

Site Visit, April 24, 2006.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>10. MINERAL RESOURCES — Would the project:</b>				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Comments**

- a-b) There are no known mineral resources on the project site, and no operational mineral resource recovery sites at the project site or in the project site vicinity. Therefore, the proposed project would not result in any impacts to mineral resources as they would not result in the loss of availability of a known mineral resource that would be of value to the region or the state.

**Sources:**

City of San Bruno, City of San Bruno General Plan, 1984.

Site Visit, April 24, 2006.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>11. NOISE — Would the project result in:</b>				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Comments

- a) Noise standards are typically addressed in local General Plan policies and local noise ordinance standards. Due to the proximity of the project site to the San Francisco International Airport (SFIA), policies and standards in the *San Mateo County Comprehensive Land Use Plan (CLUP)* would also apply.

The proposed project could expose people to, or generate, noise levels in excess of General Plan standards in two ways. First, the project could expose sensitive receptors to noise above applicable standards by introducing land uses that are incompatible with the noise environment at the site. Second, the project itself could lead to an increase in ambient noise levels thereby affecting existing sensitive receptors in the project vicinity. These potential impacts are discussed below.

### Compatibility of Site for Proposed Uses

The proposed project would be located in an area designated for “Low Density Residential” use by the San Bruno General Plan. The General Plan Noise Element identifies compatibility guidelines for different land use categories within San Bruno. (These compatibility standards are consistent with the standards recommended by the San Mateo County Airport Land Use Commission (ALUC) in the *San Mateo County Comprehensive*

*Airport Land Use Plan.*) For single-family residential uses, a noise environment of less than 65 dBA DNL is considered “satisfactory” with few noise impacts and requiring no special noise insulation requirements for new construction; a noise environment between 65 and 70 dBA, DNL is considered acceptable only after an analysis of noise reduction requirements is made and noise insulation features are included in the design. In noise environments greater than 70 dBA, DNL development of residential uses is discouraged by the General Plan (City of San Bruno, 1984).

The San Mateo County ALUC has developed and now implements the *San Mateo County Comprehensive Airport Land Use Plan*, adopted in December 1996. In San Mateo County, the C/CAG is the designated ALUC. The San Mateo County CLUP establishes the procedure that C/CAG uses in reviewing proposed local agency actions that affect land within San Mateo County’s airport land use areas. Airport planning boundaries define where height, noise and safety standards, policies, and criteria are applied to certain proposed land use policy actions.

San Bruno is located within the jurisdiction of the SFIA Land Use Plan, a subchapter of the San Mateo County CLUP. For the purposes of review under the San Mateo County CLUP, the federally accepted 1995 Noise Exposure Map (NEM) is the noise contour map that C/CAG uses in making its determination of the consistency of a proposed local agency land use policy action with the SFIA Land Use Plan. ALUC’s 1995 SFO Land Use Plan establishes the 65 dB CNEL contour as the noise impact boundary for SFIA, consistent with noise restrictions in the California Administrative Code, Title 21, Subchapter 6 “Noise Standards.” Local plans, policy actions, or development activities that affect areas within that boundary must receive ALUC approval or have a finding of overriding consideration prior to local permit issuance. ALUC determines the 65 dB CNEL boundary by examining both federal and state noise impact boundaries. However, the project site would not be located within any of the noise contours of the 1995 NEM.

To provide the basis for evaluating potential impacts of the project on the nearest noise-sensitive uses, ESA undertook noise measurements on the project site. Three short-term measurements were taken at different points on the project site. The monitored Leq at the site was between 60.3 and 65.1 dBA. The predominant noise sources during the monitoring were vehicle traffic on the local roadway network surrounding the project site, and aircraft flyovers from SFIA, which is located approximately two miles from the site.

As the project would construct residential uses in an environment where the ambient noise level is considered acceptable for the proposed use under the City’s General Plan Land Use Compatibility Guidelines, the project would not introduce sensitive receptors into an area where the noise levels exceed local general plan standards

### **Project Could Significantly Increase the Noise Environment at Nearby Sensitive Receptor Locations**

The City of San Bruno also regulates short-term noise through enforcement of city ordinances, which includes a general provision against nuisance noise sources (Municipal Code, Title 6, Chapter 6.16: Noise Regulations). The ordinance restricts noise from construction activities within any residential zone to a maximum of 85 dBA between the hours of 7:00 a.m. and 10:00 p.m. and to a maximum of 60 dBA between the hours of 10:00 p.m. and 7:00 a.m., as measured at 100 feet from the source.

#### **Project Construction Noise**

Construction noise levels at and near locations on the project site would fluctuate depending on the particular type, number, and duration of use of various types of construction equipment. The effect of construction noise would depend upon how much noise would be generated by construction, the distance between construction activities and the nearest noise-sensitive uses, and the existing noise levels at those uses.

**Table NOI-1** shows typical noise levels generated by construction of commercial buildings. **Table NOI-2** shows typical noise levels associated with various types of construction-related machinery. As shown in Table NOI-1, the noisiest phases of construction would generate approximately 89 Leq at 50 feet. Pile driving would not be required as part of this construction. The main noise sources associated with excavation are the operation of excavators removing material and trucks hauling excavated materials away. The main noise sources associated with exterior finishing would be operation of concrete mixers and pumps for application of stucco material to the building exterior.

**TABLE NOI-1**  
**TYPICAL COMMERCIAL CONSTRUCTION NOISE LEVELS**

Phase	Noise Level (Leq) <sup>a</sup>
Ground Clearing	84
Excavation	89
Foundations	78
Erection	85
Exterior Finishing	89
Pile Driving	90-105

<sup>a</sup> Estimates correspond to a distance of 50 feet from the noisiest piece of equipment associated with a given phase and 200 feet from the other equipment associated with that phase.

SOURCE: U.S. Environmental Protection Agency, *Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances*, December 1971.

Noise from construction activity generally attenuates (decreases) at a rate of 6 to 7.5 dBA per doubling of distance. Therefore, building construction noise during the noisiest phases of construction would be 83 Leq at 100 feet from the source. These predicted noise levels would be consistent with the standards of the San Bruno Noise Ordinance. However, when

more than one construction activity is taking place simultaneously, the project would have the potential to exceed the construction noise standard of the City's Noise Ordinance.

During evening and nighttime, temporary construction-related noise could be more noticeable (since background noise is lower) given the more sensitive nature of the nighttime period. Therefore, this temporary impact would be significant. Implementation of **Mitigation Measures NOI-1a and NOI-1b** would reduce this temporary impact to a less-than-significant level.

**TABLE NOI-2**  
**TYPICAL CONSTRUCTION EQUIPMENT NOISE LEVELS**

<b>Equipment</b>	<b>Noise Level (dBA) @ 50 Feet</b>	<b>With Feasible Noise Control<sup>1</sup></b>
<b>Earthmoving</b>		
Front Loader	79	75
Backhoe	85	75
Dozer	80	75
Tractor	80	75
Scraper	88	80
Grader	85	75
Paver	89	80
<b>Materials Handling</b>		
Concrete Mixer	85	75
Concrete Pump	82	75
Crane	83	75
<b>Stationary</b>		
Pump	76	75
Generator	78	75
<b>Impact</b>		
Pile Driver	101	95
Jack Hammer	88	75
Rock Drill	98	80
Pneumatic Tools	86	80
<b>Other</b>		
Saw	78	75
Vibrator	76	75

<sup>1</sup> Estimated levels obtainable by selecting quieter procedures or machines and implementing noise-control features requiring no major redesign or extreme cost.

SOURCE: U.S. Environmental Protection Agency, 1971

**Mitigation Measure NOI-1a:** To limit noise impacts to adjacent sensitive uses, standard construction activities shall be limited to between the hours of 7:00 a.m. and 7:00 p.m. Monday through Friday. No construction activities shall be allowed on weekends.

**Mitigation Measure NOI-1b:** To reduce daytime noise impacts due to construction, the following measures shall be implemented:

- Equipment and trucks used for project construction shall utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds, wherever feasible).
- Impact tools (e.g., jack hammers, pavement breakers, and rock drills), if any, used for project construction shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed-air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed-air exhaust shall be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves shall be used where feasible, which could achieve a reduction of 5 dBA. Quieter procedures shall be used, such as drills rather than impact equipment, whenever feasible.
- Stationary noise sources shall be located as far from sensitive receptors as possible, and they shall be muffled and enclosed within temporary sheds, or insulation barriers or other measures shall be incorporated to the extent feasible.

#### Project Operational Noise

The proposed project could generate noise from motor vehicle trips as well as from stationary sources (i.e., sewage pumping station, diesel emergency generators, HVAC equipment etc.) that could adversely affect nearby noise-sensitive land uses. Traffic noise is not regulated by local agencies. However noise from stationary sources would be subject to noise ordinance standards. Section 6.16.060 of the San Bruno Municipal Code states “no person shall operate any machinery, equipment, pump, fan, air conditioning apparatus or similar mechanical device in any manner so as to create any noise which would cause the noise level at the property plane of any property to exceed the ambient base noise level by more than ten decibels. However, during the period of seven a.m. to ten p.m. the ambient noise level may be exceeded by twenty decibels for a period not to exceed thirty minutes during any twenty-four-hour period.”

Given that the HVAC equipment to be operated at the project site would be subject to the City’s noise ordinance standards described above, and provided that the equipment is designed and used in a manner that complies with those standards, the related noise impact to on-site residents and adjacent land uses would be less than significant.

Noise from the operation of the proposed sewage pumping station could affect on-site residents in the vicinity of the pumping station. However, the project proposes to use submersible pumps, which produce minimal noise. Additionally, the pumping equipment would be located below grade. The amount of attenuation afforded by the subsurface

location of the pump depends on many factors, including the type of soil, the depth below grade, and the size of any opening to the surface. A conservative estimate, taking into account these factors, would be to assume a noise reduction of at least 20 dBA. Accounting for this attenuation, noise from the pumping station is not expected to exceed standards in the San Bruno noise ordinance. The emergency generator would be operated on a routine basis only during weekly testing. Most 11.5 kW generators in the market today produce noise levels in the range of 68 – 70 dBA at 23 feet (7 meters) from the source. The generator would be surrounded by a sound insulated wood or concrete block wall, six feet in height, which would provide an attenuation of 10 – 15 dBA. Given that the existing noise levels at the site range from between 60.3 and 65.1 dBA, the attenuated noise from the generator would not be audible over the existing noise. Therefore, noise from the emergency generator would not be expected to expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance, significantly affecting the noise environment at nearby land uses.

- b) The existing noise environment of the site is discussed in 11(a), above. The project would not introduce any new sources of groundborne noise or vibration. Also, there are no existing sources of groundborne noise or groundborne vibration at or around the site to which future occupants of the project would be exposed.
- c) Over the long-term, an increase in ambient noise levels would be primarily due to the motor vehicle trips generated by the project. Traffic noise impacts at intersections and along roadway segments most impacted by project traffic were estimated using the Federal Highway Administration's (FHWA) Noise Prediction Model and data from the traffic report. Analysis was conducted for three scenarios: existing; existing plus planned (which includes three approved or planned residential projects in the vicinity of the proposed project plus a daycare center that would probably have remained at the site if the proposed project were not to happen; and existing plus planned plus proposed project that would include the proposed 70 unit residential project plus the three planned projects.

A change in noise levels of less than 3 dBA is not discernible to the general population; an increase in average noise levels of 3 dBA is considered barely perceptible, while an increase of five dBA is considered readily perceptible to most people (Caltrans, 1998). Therefore, for evaluation of operational noise resulting from project-related traffic, a noise increment of 5 dBA is used as the significance threshold for this project. Using the data in the traffic analysis prepared by DKS Associates and the FHWA model, noise modeling was conducted for roadway segments of Avalon Drive, Westborough Boulevard, Berkshire Drive, Evergreen Drive, Oakmont Drive, Valleywood Drive, Sneath Lane and Callan Drive. Results of the modeling effort are summarized in **Table NOI-3**. The table shows segments that would experience the greatest increase in noise due to traffic from the proposed and planned projects when compared to existing conditions. As seen from the table, the increase in ambient noise levels along all the analyzed roadway segments, due to the addition of project-related traffic would be less than 5 dBA. Therefore, the project-related impact on roadway noise would be less than significant.

**TABLE NOI-3**  
**TRAFFIC NOISE INCREASES ALONG LOCAL ROADWAYS IN THE PROJECT AREA**

Roadway Segment	CNEL Noise Level at 50 Feet From Roadway Centerline		
	Existing	Existing + Planned +Project	Change vs. Existing
Evergreen Drive			
- East of Oakmont Drive	48.6	51.2	+2.6
- North of Valleywood Drive	49.7	52.2	+2.5
Oakmont Drive			
- North of Berkshire Drive	56.7	57.0	+0.3
- South of Berkshire Drive	56.0	56.6	+0.6
- North of Evergreen Drive	56.0	56.6	+0.6
Callan Drive			
- South of Westborough Boulevard	57.5	57.9	+0.4

SOURCE: Environmental Science Associates, 2006.

Therefore, the proposed project would not be considered to result in a significant permanent increase in ambient noise levels above those existing without the project.

- d) Construction equipment could result in the temporary increase of noise levels in the project vicinity. Peak construction noise levels can reach 85 to 89 dBA at a distance of 50 feet from equipment. Construction noise levels are regulated by the City's Noise Ordinance. Use of multiple construction equipment simultaneously could easily exceed the standards in the City's Noise Ordinance and would result in a significant impact.

Implementation of Mitigation Measures NOI-1a and NOI-1b, described above under 11(a) would reduce these impacts to a less-than-significant level. There may be short-term noise impacts related to construction even with implementation of the identified mitigation measures, but they would be of limited duration and with the identified mitigation measures are considered to be less than significant.

- e) The project site is located approximately two miles northwest of SFIA. However, as discussed earlier, the project site is not located within the Noise Impact Zone (65-dBA contour) for SFIA, as adopted by the San Mateo County ALUC. The FAA considers residential land uses within noise environments of DNL 65 dBA or greater to be incompatible, if not acoustically treated. 65 dBA has also been established by California State law as the maximum acceptable noise level for residential land uses. Operational noise as a result of the project and planned development in the area would remain less at less than 65 dBA, even when considering occasional flyovers from SFIA. The project would therefore not expose potential sensitive receptors to excessive noise levels greater than 65 dBA.
- f) The project site is not located within two miles of a private airstrip.



**Sources:**

Airport Land Use Commission for San Mateo County, *San Mateo County Comprehensive Airport Land Use Plan*, December 1996.

Caltrans, Traffic Noise Analysis Protocol for New Highway Construction and Reconstruction Projects, October 1998.

DKS Associates, *2396 Evergreen Drive Development Traffic Impact Analysis – Draft Report*, June 16, 2006.

City of San Bruno, City of San Bruno General Plan, 1984.

U.S. Environmental Protection Agency, *Noise from Construction Equipment and Building Operations, Building Equipment, and Home Appliances*, December 1971.

U.S. Department of Transportation, Urban Mass Transportation Administration, Guidance Manual for Transportation, Noise and Vibration Impact Assessment, July 1995.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>12. POPULATION AND HOUSING — Would the project:</b>				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Comments**

- a) The project proposes the demolition of existing on-site structures and the construction of 70 new single-family homes units that would result in an increase in the City of San Bruno's resident population. According to California Department of Finance estimates, the proposed residential units could result in an increase in the on-site population by approximately 190 persons (State of California, 2006).<sup>10</sup> This represents an increase of approximately 0.5 percent of San Bruno's 2006 population of 41,515 (State of California, 2006).

<sup>10</sup> The Department of Finance estimates approximately 2.719 persons per household in the City of San Bruno as of January 1, 2006.

The ABAG projects that by 2010, the population within the City of San Bruno would increase to about 42,700 (ABAG, 2004). The population increase attributed to the proposed project would account for roughly five percent of the projected population growth within the city between existing (2006) and 2010 conditions. Thus, the project's effect on population growth would be considered less than significant (ABAG, 2004).

The California Department of Finance also provides an estimate of the number of housing units in the City of San Bruno, and it is estimated that as of January 2006, there were about 15,500 housing units within the city. The 70 residences proposed by the project would result in an increase of about 0.5 percent in the total number of housing units in the city.

The project site is situated in a developed area, surrounded by existing residential areas within the cities of San Bruno, (to the south) and South San Francisco (to the north, east and west). The project site, although currently unoccupied, is developed with the former school site and the Sandburg Fields, and includes existing utility connections constructed to serve the site. The project would not extend infrastructure or roadways within the project vicinity, and proposed infrastructure improvements would consist of upgrades to existing on-site utilities. The project does not propose any new utility connections that would extend to any undeveloped sites. Therefore the project would not indirectly contribute to growth.

Based on the foregoing, the project would not induce substantial population growth in the project area, either directly or indirectly, and the impact would be less than significant.

- b-c) The project site is located at the site of the former Carl Sandburg School, and on-site buildings are currently unoccupied. There is no history of residential use on the site. Therefore, the proposed project would not result in displacement of existing housing or people, and would not necessitate the construction of replacement housing elsewhere.

**Sources:**

Association of Bay Area Governments (ABAG), *Projections 2005*, December 2004.

State of California, Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties and the State, 2001-2006, with 2000 Benchmark*, May 2006.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>13. PUBLIC SERVICES — Would the project:</b>				
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
i) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### Comments

- a-i) The San Bruno Fire Department (SBFD) provides comprehensive fire prevention and fire code enforcement, fire suppression, emergency medical services, and community emergency preparedness services in the City of San Bruno. SBFD currently has two fire stations and 33 full-time fire fighters. All full-time fire fighters are trained Emergency Medical Technicians and 18 are paramedics. Emergency calls are dispatched through the dispatch center that handles all in-coming 911 calls for service, and is located at 1177 Huntington Avenue in San Bruno. During the 2005 calendar year, the SBFD responded to approximately 3,591 calls citywide, 1,963 (54 percent) of which were calls for emergency medical response (Voreyer, 2006). The project site is served by Station 52, located at 1999 Earl Avenue in San Bruno. Station 52 received 924 calls for service during the 2005 calendar year, 624 (68 percent) of which were calls for emergency medical response (Voreyer, 2006). Other types of calls included calls reporting fires and explosions, service calls, good intent calls, smoke investigations and false alarms. The project site is also served by a secondary fire station that would respond to calls for service at the project site: Fire Station 51, located at 555 El Camino Real. Both fire stations in the City are capable of providing fire protection, fire rescue, and emergency response services, including emergency medical services, 24 hours a day.

The estimated response time for fire and medical emergencies is approximately three to four minutes, which is well below the countywide average of seven minutes (San Bruno Fire Department, 2006).

The project could increase the on-site population by an estimated 190 persons (See Section 12, *Population and Housing*). This has the potential to increase the number of calls for emergency medical services, alarm malfunctions, fire inspection services, fire suppression, and rescues. SBFD, however, has indicated that it would not have to add staff or facilities to maintain current response ratios and service standards (Voreyer, 2006). Furthermore, SBFD's review of all project designs at the time building permits are issued would ensure that adequate fire and life safety measures are incorporated into the project in compliance with applicable state and city fire safety requirements. The City's Fire Marshal would review the project site plan to ensure that Fire Department personnel would have adequate access to all proposed on-site buildings.

The project would not create a need for new or altered facilities to maintain adequate service ratios, response times and other objective standards, and therefore, would result in a less-than-significant environmental impact with respect to fire protection and emergency medical response provisions.

- a-ii) The San Bruno Police Department (SBPD) provides police protection services in the City of San Bruno. The Police Department is headquartered at 1177 Huntington Avenue, approximately three miles east of the project site. SBPD currently employs 48 sworn officers and 20 staff members and maintains a ratio of approximately 1.2 officers per 1,000 persons.

The SBPD service area consists of three geographical police beats, with a minimum of five officers assigned to each beat at any given time. The project site is located within Beat 3, which encompasses the portion of the City west of I-280. Approximately 4,000 crimes citywide were reported in 2005, including both violent and property-related crimes. During the same year, 301 incidents were reported in Reporting Area 23, which covers the project site and the area surrounding it. These calls included party complaints, accidents, responses to residential and vehicular alarms, burglaries, abandoned vehicles and other calls for service. SBPD has indicated that in general, it receives fewer calls for service from the project vicinity than from other geographical areas of the City.

SBPD sets a target of responding to and arriving at a potential crime scene for all top priority calls in less than four minutes. This goal is generally being met for the project site and citywide, although actual response times vary slightly due to call volume and officer availability at any given time.

The increase in population as a result of the project would likely to result in an increase in calls for police protection services, although it would not expected to trigger a need for new or expanded police facilities in order to maintain adequate service ratios, response times, adequate staffing, and other objective standards. Therefore, the project would result in a less-than-significant environmental impact with respect to fire protection and emergency medical response provisions.

- a-iii) The San Bruno Park Elementary School District (SBPESD) and the San Mateo Union High School District (SMUHSD) operate San Bruno's public schools. SBPESD is currently managing eight schools during the 2005-2006 academic year: seven elementary schools (grades K-6) and one intermediate school (grades 7-8), with a total enrollment of 2,700. SMUHSD is managing nine schools during the 2005-2006 academic year: eight high schools and one continuing education center, with a total enrollment of 8,502 students.

Between the 1999-2000 and the 2004-2005 academic years, SBPESD enrollment has decreased from 2,804 students to 2,672 students, a decrease of approximately five percent. During the same time period, the enrollment at the SMUHSD has remained relatively unchanged, increasing from 8,437 students to 8,502, a change of less than one percent.

The project site lies within the attendance boundaries for Rollingwood Elementary School, located at 2500 Cottonwood Drive, approximately one half mile south of the project site, and Parkside Intermediate School, located at 1801 Niles Avenue, approximately three and a half miles southeast of the project site. During the 2004-2005 academic year, student enrollment at Rollingwood Elementary was 255, while student enrollment at Parkside Intermediate School was 605. While enrollment at Rollingwood Elementary decreased between the 1999-2000 and 2004-2005 academic years by 29 percent, enrollment at Parkside Intermediate has remained steady, decreasing by only five students (under one percent) during the same time period.

The project site is also within the attendance boundaries for Capuchino High School, located at 1501 Magnolia Avenue, approximately 4.5 miles southeast of the project site. During the 2004-2005 academic year, student enrollment at Capuchino High School was 1,137. Although enrollment at Capuchino High School increased three percent between the 1999-2000 and 2004-2005 academic years, the District would have the capacity to accommodate additional high school students.

The project has the potential to increase the number of students at the project. Using the student generation rate developed by the California State Department of Education, which estimates that one dwelling unit would generate an average of 0.5 elementary or middle school students and 0.2 high school students, the proposed 70 dwelling units could result in approximately 35 students. These students would attend Rollingwood Elementary and Parkside Intermediate Schools and 14 students who would attend Capuchino High School. The total estimate of new students that could be generated by the project is about 49. It should be noted, however, that the State's student generation rates are a result of statewide sampling that incorporates widely varying dwelling unit types, households, and other demographic characteristics across the state and, therefore, may not reflect the actual characteristics of the local area.

To offset potential impacts to San Bruno public schools, and as part of the project approval process, the project sponsor would be required by state law to pay school impact fees pursuant to the Leroy F. Greene School Facilities Act of 1998, or Senate Bill 50. The

project sponsor would be subject to school impact fees payable prior to the issuance of building permits, and the payment of such fees, which are the state-mandated mitigation measure for potential public school impacts under CEQA, would result in less than significant environmental impacts to public schools.

- a-iii) The project would include the redevelopment of the project site, including the removal of the Sandburg Fields. The project's provision of an on-site park as well as compliance with City's Municipal Code 12.44.140, Dedication of Land for Park and Recreational Purposes, mandated by the City of San Bruno, would reduce any potential impacts related to parks to less than significant. A more detailed discussion regarding parks and recreational facilities is provided in Section 14, *Recreation*.
- a-iv) The City of San Bruno maintains several public facilities within its jurisdiction, including the War Memorial Building, the Portola Performing Arts Center, the Skyline Activities Center, the San Bruno Park Pool, and the Senior Center. Government Services provided to San Bruno residents include the management of these facilities and the implementation of various cultural and recreational programs.

The project would construct 70 single-family homes and a neighborhood park at the project site, which could increase the on-site population by an estimated 190 persons (See Section 12, *Population and Housing*). This is unlikely to substantially increase the demand for government services, including maintenance services. Thus, the proposed project would result in a less-than-significant environmental impact to other public facilities.

**Sources:**

California Department of Education. Data Quest, [www.cde.ca.gov/ds](http://www.cde.ca.gov/ds), accessed May 26, 2006.

City of San Bruno Fire Department, [www.sanbruno.ca.gov/city\\_services/fire](http://www.sanbruno.ca.gov/city_services/fire), accessed May 22, 2006.

City of San Bruno Police Department, [www.sanbruno.ca.gov/city\\_services/police](http://www.sanbruno.ca.gov/city_services/police), accessed May 24, 2006.

Devendorf, George, Fire Marshall, San Bruno Fire Department, personal communication, May 16, 2006.

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Monahan, Irene, Executive Secretary, San Bruno Park Elementary School District, personal communication, May 26, 2006.

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San Mateo Union High School District, <http://www.smuhsd.k12.ca.us>, accessed May 30, 2006.

Schembri, Deborah, Communications and Records Supervisor, San Bruno Police Department, personal communication, May 22, 2006.

Voreyer, Dan, Fire Chief, San Bruno Fire Department, personal communication, May 31, 2006.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>14. RECREATION:</b>				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### Comments

- a) The San Bruno Parks and Recreation Services Department (SBPRSD) is responsible for the maintenance of all City parks and recreational facilities. This includes 18 parks covering 71 acres, 12 baseball fields, 8 soccer fields, 2 football fields, and one dog park. Several of these facilities are located on 4 different school sites covering an additional 25 acres (SBPRSD, 2006). The Parks Division also maintains approximately 10 acres of street median landscaping, approximately 4,700 trees, seven acres of landscaping at public buildings and in the downtown area, and 128 acres of open space. SBPRSD also organizes various classes and other activities at neighborhood parks and swimming pools, community and activity centers, and the Senior Center.

The City's standard for parks, as dictated by the SBPRSD, is 4.5 acres per 1,000 residents (with a household considered to include about 2.7 people). Various considerations are given to ascertaining whether the District currently meets this standard. If unusable open space is included in the calculation, it exceeds the standard; if only usable parks space is included, the City is below the standard (Perazzo, 2006).

Parks and recreational facilities under SBPRSD jurisdiction closest to the project site include the following: Monte Verde Park, located at Oakmont and Evergreen Drives, several hundred feet west of the project site; Pacific Heights Park, located at Longview and Goodwin Drives, approximately one mile southwest of the project site; and the Fleetwood Tot Lot, located on Fleetwood Drive in the Rollingwood area, approximately one mile south of the project site.

Other parks near the project area under the jurisdiction of the South San Francisco Recreation Department include Brentwood Park, located is on the corner of Rosewood and Briarwood, approximately 1.5 miles east of the project site, and Sellick Park, located on Appian Way, approximately 1.2 miles north of the project site. Combined, these facilities include play structures, picnic areas, restrooms, basketball courts, baseball diamonds, picnic areas and passive green space. The activities offered by these parks and recreation centers include soccer, baseball, football, softball, basketball, volleyball, and recreation playground programs. In addition to these parks, private recreational facilities in the project vicinity include the Sharp Park and Golf Course, located approximately four miles west of the project site and the California Golf Club, one mile north of the project site.

The project would include the removal of on-site buildings and the Sandburg Fields, which includes two practice baseball diamonds, and the construction of the 70 residential units, including a 8,600-square-foot (approximately 0.20-acre) neighborhood park. The project would reduce the number of available baseball diamonds in the City, and could increase use at other existing fields. The project would also increase on-site population and result in increased demand for parks and other recreational facilities. The provision of the neighborhood park would partially address increased demand for park space.

Additionally, pursuant to the City's draft conditions of approval, the project sponsor would improve existing playfields to construct two practice grade replacement baseball fields at Portola Elementary School (see Conditions Parks 6) to account for the removal of the Sandburg Fields. The project would be subject to the City's Municipal Code 12.44.140 "Dedication of Land for Park and Recreational Purposes," which requires that developers of new residential units in the City of San Bruno either dedicate park land of two acres per each 50 acres within the subdivision, or pay an in-lieu fee designated to serve the residential neighborhood that contributed the funds. Since the project site is 10.3 acres in size, the area of parkland that the project sponsor would have to dedicate would be 0.41 acres. Since the 0.20-acre neighborhood park would not, by itself, meet this requirement, the project sponsor would be required to pay in-lieu fees, in the amount dictated by Municipal Code 12.44.140. Compliance with City's Municipal Code 12.44.140 would reduce potential park impacts to less than significant.

- b) The City of San Bruno provides public park sites and facilities throughout the city. As mentioned above, the public parks and recreational facilities closest to the project site include the Monte Verde Park, the Pacific Heights Park, and the Fleetwood Tot Lot.

To offset increased demand as a result of the project, the project sponsor would provide on-site park space and would also be required to comply with the City's Park Dedication Ordinance when the Development Application is submitted. This would result in a less than significant impact on park facilities.



**Sources:**

City of San Bruno, Parks & Recreation Services Department,  
[http://sanbruno.ca.gov/city\\_services/recreation](http://sanbruno.ca.gov/city_services/recreation), accessed May 31, 2006.

Perazzo, Dave, Park Services Manager, City of San Bruno Park Services, personal  
 communication, May 31, 2006.

San Bruno Municipal Code, <http://qcode.us/codes/sanbruno>, accessed May 31, 2006.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>15. TRANSPORTATION / TRAFFIC — Would the project:</b>				
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>15. TRANSPORTATION / TRAFFIC — (cont.):</b>				
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Comments**

- a,b) **Construction** Construction-related activities resulting from the project would result in short-term increases in traffic volumes (a combination of construction worker vehicles and trucks carrying material and equipment to and from the project site). Traffic volume levels on area roadways during project construction would vary depending on the particular type and duration of activities. Construction-generated traffic would be temporary, and therefore, would not result in any long-term degradation in operating conditions on any

project roadways. The impact of construction-related traffic would be a temporary and intermittent lessening of the capacities of project area streets because of the slower movements and larger turning radii of construction trucks compared to passenger vehicles. Most construction traffic would be dispersed throughout the day. Thus, the temporary increase would not significantly disrupt daily traffic flow on any of the study area roadways. Parking for site workers and trucks would be on-site during the construction phase. The developers of the site would work with the City of San Bruno to establish the appropriate routes for both construction trucks and the construction workforce. Implementation of **Mitigation Measure TRAF-1** would ensure that construction-related impacts would be at a less-than-significant level.

**Mitigation Measure TRAF-1:** The project sponsor would ensure that project contractors comply with City of San Bruno requirements for haul routes, construction staging, etc., to minimize the short-term effects of project construction.

**Operation** The proposed residential project (consisting of 70 detached single-family houses) would replace a vacant elementary school that was recently occupied by the Hoover Children's Day Care Center (with about 110 to 133 children). The 70 houses would generate about 670 vehicle trips per day, with about 52 and 71 trips during the AM and PM peak hours, respectively. As part of this analysis, it is assumed that if the proposed project were not to move forward, the project site would be subject to re-occupancy by a day care center. Applying credit for trips generated by a day care center with a similar number of children, the proposed project would result in a net increase of about 123 daily trips, and a net decrease of about 46 and 29 trips during the AM and PM peak hours, respectively.

There are three approved or planned projects in the vicinity of the proposed project (Glenview Terraces, Skycrest Project, and Treetops Apartment Redevelopment) that are anticipated to add traffic to the study area intersections and roadways. Potential project traffic impacts were judged by comparing project conditions to background conditions (defined as existing plus approved/planned projects conditions).

Traffic operating conditions (Level of Service) were evaluated at 10 intersections in the project vicinity.<sup>11</sup> The City of San Bruno's minimum acceptable level of service for intersection operations is LOS D. Each of 10 study intersections currently operate at acceptable levels of service during both the AM and PM peak hours, with the exception of the intersection I-280 Northbound Ramps and Avalon Drive, which currently operates at LOS E during the PM peak hour. The net decrease in traffic volumes (compared to re-occupancy of the site by a day care center similar to the recent use) would result in no change or a minimal decrease in average delay, and would have a less-than-significant effect on intersection service levels.

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<sup>11</sup> Turning movement counts were collected for the ten study intersections during the typical weekday AM (7:00 to 9:00 a.m.) and PM (4:00 to 6:00 p.m.) peak periods, in May 2006.

There are three state highways in the vicinity of the project site; State Route 35 (Skyline Drive), I-280, and I-380. Based on the estimated trip generation, each of the regional roadways would experience a decrease in traffic from the proposed residential uses when compared to the day care center.

- c) The proposed project would not change air traffic patterns.
- d) The proposed project would not substantially increase traffic hazards. It would not include design features that would create a traffic safety hazard, nor would it introduce uses that are incompatible with existing uses served by the street network.
- e) The proposed project would need to be designed in accordance with City of San Bruno requirements to ensure adequate police, ambulance, and fire apparatus access to the proposed development. The project plans include an emergency vehicle access roadway for the entire development. Adequate emergency access would be provided, and the project impact would be less than significant. The site access segment of Street "A" from Evergreen Drive would be about 24 feet wide, while Street "A" (north and east of Way "C"), Street "B" and Way "C" within the project site would each be about 28 feet wide. At the dead end street, Way "C," only emergency vehicles would have access to Albright Way (South San Francisco) and Sherwood Drive via an emergency vehicle access entrance gate. A minimum internal radius of 32 feet would provide adequate turning for fire apparatus at all corners in internal street turns.
- f) The San Bruno Municipal Code (Section 12.100.090) requires that single-family dwelling units provide two garage or carport parking spaces per unit, or three spaces for units greater than 2,800 square feet. Because the proposed 70 houses would be smaller than 2,800 square feet, each unit would be required to have two parking spaces, or 140 spaces total for the proposed project. Estimated project-generated parking demand would be about 128 parking spaces. The proposed project would provide each house with a two-car garage and two additional parking spaces on the house's driveway apron, for a total off-street parking supply of 280 spaces. In addition, approximately 48 on-street parking spaces would be available within the project site, for a total on-site supply of 328 parking spaces. The proposed project would provide adequate parking based on City of San Bruno Municipal Code requirements and the estimated parking demand. The parking impact would be less than significant.
- g) The proposed project would not conflict with adopted policies, plans and programs supporting alternative transportation. Residential uses within the City of San Bruno typically have a transit mode share of approximately six percent for bus trips, which for the proposed project would result in fewer than five peak-hour transit trips. The current bus operations would be anticipated to serve the estimated transit demand. For residential developments of this size and setting, a mode split of bicycle trips during the AM and PM peak periods is expected to be negligible. The proposed project would not have any features that would or hinder transit, pedestrian or bicycle travel.

**Sources:**

DKS Associates, *2396 Evergreen Drive Development Traffic Impact Analysis (Draft Report)*, June 16, 2006.

Institute of Transportation Engineers (ITE), *Parking Generation*, 3rd Edition, 2004.

San Bruno Municipal Code, <http://qcode.us/codes/sanbruno/view.php>, accessed June 20, 2006.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>16. UTILITIES AND SERVICE SYSTEMS — Would the project:</b>				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Comments**

- a) The City of San Bruno Public Works Department is the primary provider of sanitary sewer services for the City. The City maintains its wastewater collection system and assures compliance with all federal and state laws and regulations. The City pumps its wastewater to the South San Francisco/San Bruno Water Quality Control Plant (SSF/SB WQCP), where the treatment of wastewater is handled under a Joint Powers Agreement with the City of South San Francisco. The Plant is located at 195 Belle Air Road, north of San Francisco International Airport, and is operated and maintained by the City of South San

Francisco. Treated wastewater is discharged into San Francisco Bay via a 60-inch outfall pipe two miles offshore, which is shared by the cities of San Bruno, South San Francisco, Millbrae, Burlingame, Colma, and the San Francisco Airport. The treatment plant also receives wastewater from Colma and Daly City and has total dry-weather capacity of 13 million gallons of wastewater per day (mgd) and a wet-weather capacity of approximately 62 million gallons per day.

Although the cities are currently in the process of formally defining wastewater treatment entitlements, San Bruno's informal capacity right at the SSF/SB WQCP is approximately 5.0 mgd. It currently pumps about 3.4 million gallons of effluent per day to the SSF/SB WQCP, which is about 68 percent of this total capacity rights.

The average per capita generation factor for single-family and multi-family units is 75 gpd. Using this estimate, and 190 as the approximate number of new residents generated by the project site, the proposed residential development would generate approximately 31,280 gallons of wastewater per day during peak wet weather conditions. The project site was formerly an elementary school that contributed about 14,625 gallons of wastewater per day during peak wet weather conditions. Therefore, taking into account the former elementary school use on the site, the project would result in a net increase of about 16,655 gallons of wastewater per day during peak wet weather conditions, or about 0.3 percent of the City's informal capacity right at the SSF/SB WQCP (BKF Engineers, 2006b). The volume of wastewater anticipated by the project is incremental and would not be expected to exceed the wastewater treatment requirements of the Regional Water Quality Control Board.

According to the City of San Bruno Sewer Master Plan and Infiltration and Inflow Study, portions of the City's sanitary sewer lines serving the project site are underserved, and do not have adequate capacity during a five-year peak wet weather flow. The project sponsor would contribute their proportionate share for improvements to off-site sewer lines with deficient capacity as part of the project as required by the conditions of the project approval. For these reasons, the project's impact to sanitary sewer would be less than significant.

- b,d) San Bruno's Water Division (part of the Public Works Department) is responsible for the operation, distribution and maintenance of San Bruno's water utilities. The Division delivers approximately 4.2 million gallons of water per day to 11,300 metered users, businesses, and institutions. The City receives about half of its water from four local wells, which draw potable water from the Westside Groundwater Basin, an aquifer located between 250 feet and 500 feet below ground surface. The City's second primary source of water is purchased from the San Francisco Public Utilities Commission (SFPUC), which obtains about 90 percent of its water from the Hetch Hetchy Aqueduct, located in the Sierra Nevada Mountains. The water from Hetch Hetchy Aqueduct is transported 150 miles through various pipelines to supply San Francisco and other cities on the Peninsula. The City of San Bruno and the SFPUC signed a Water Supply Contract in 1984 that guarantees 3.246 million gallons per day in purchased water. In 2002, the City and SFPUC signed an

amendment to this contract that allows the City to purchase available supplemental water from the SFPUC while it conducts its study of groundwater pumping reduction on water levels in the Westside Groundwater Basin (Dyett & Bhatia, 2006).

The proposed project would intensify the demand for water on the project site and, therefore, slightly increase the water demand in the City of San Bruno, although the project would fall below the threshold established by Senate Bill 610 for a water supply assessment by the local water provider. Assuming approximately 190 new residents on the project site, the proposed project would require approximately 14,250 to 23,750 additional gallons of water per day,<sup>12</sup> or 5.20 million to 8.67 million additional gallons of water per year. The anticipated water demand for the project would constitute approximately 0.34 to 0.57 percent of the City's current water demand of 4.2 million gallons per day. The water mains serving the project site would also be adequate to meet residential demand and fire flow requirements (Birmingham, 2006).

Since the projected water demand is anticipated to be a small percentage of the City's total demand and it is not expected that any new facilities would need to be constructed as a result of this project, the project's impact on water provisions would be less than significant.

- c) The City of San Bruno Public Works Department operates and maintains the stormwater drainage system in San Bruno. Stormwater that does not seep into the ground flows through the underground pipes into Colma Creek, Crystal Springs Creek, Huntington Creek, and San Bruno Creek, from there it enters the San Bruno Channel, located north of the San Francisco International Airport, and, ultimately, the San Francisco Bay.

The project site includes impervious surfaces associated with the school buildings and paved parking areas. The site also contains open space and landscaping, including baseball diamonds and playfields in the northern portion of the site and grassy areas along the eastern edge. Project development would increase impervious surface areas on the site. The proposed storm drainage system would include on-site detention that would maintain the post-development peak flow at a level that is less than or equal to pre-development peak flow, and would also include BMPs to allow for on-site treatment of stormwater (BKF, 2006a).

Furthermore, to mitigate any potential adverse impacts associated with stormwater runoff, the project sponsor would be required to develop and implement San Mateo County's STOPPP, which would minimize potential erosion and sedimentation. STOPPP requires the use of BMPs to control erosion associated with grading, trenching, and other ground surface-disturbing activities.

The proposed project would also be required to comply with Chapter 10.18 of the San Bruno Municipal Code (Storm Water Management and Discharge Control), which outlines

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<sup>12</sup> Assumes per capita water consumption of approximately 75 gallons per day in the wet season and 125 gallons per day in dry weather.

minimal requirements aimed at reducing the amount of pollutants in stormwater. These requirements would apply to during project construction and operation.

Compliance with the SWPPP, Chapter 10.18 of San Bruno Municipal Code and the proposed design of the drainage system, would result in less than significant impacts to the stormwater drainage system.

- f, g) The San Bruno Garbage Company (SBGC), a Norcal Company, is the exclusive solid waste and recycling collector for the City of San Bruno. SBGC transports solid waste to its transfer station, located at 101 Tanforan Avenue in San Bruno, where it is processed and sorted. The solid waste is then hauled to the Ox Mountain Landfill, located along State Route 92 between Half Moon Bay and the City of San Mateo. Total capacity at Ox Mountain Landfill is an estimated 44.65 million cubic yards, and it is expected to reach capacity around 2018. Total waste transported from San Bruno to the Ox Mountain Landfill in 2000 was 36,498 tons.

The County of San Mateo Health Services Department is certified by the California Integrated Waste Management Board as the Local Enforcement Agency (LEA) for solid waste in San Mateo County. The LEA has the primary responsibility for ensuring the correct operation and closure of solid waste facilities in the state. It also has responsibility for guaranteeing the proper storage and transportation of solid wastes.

Assembly Bill 939 (AB 939), enacted in 1989, requires each city's and county's Source Reduction and Recycling Element to include an implementation schedule to divert 50 percent of its solid waste from landfill disposal by January 1, 2000, through source reduction, recycling, and composting activities. As of 2002, the total annual waste diversion for San Bruno was approximately 41 percent.

The project would construct 70 residential units on the site, and could result in an estimated 190 residents that would generate solid waste. Additionally, construction waste would be generated during demolition and construction activities. The City's current rate of disposal is approximately 3.0 pounds per resident per day. Based on this estimate, the project, after construction, could generate approximately 570 additional pounds per day of primarily non-hazardous household solid waste. Whenever feasible, solid waste would be recycled for reuse to help the City to comply with AB 939. In addition, at least 50 percent of construction waste would also have to be recycled. Compliance with AB 939 would result in less than significant impacts to solid waste.

#### **Sources:**

Birmingham, Thomas. *Analysis of City of San Bruno Water Supply to the Carl Sandberg School Site*, July 19, 2006.

BKF Engineers. Merimont Development Off Site Sanitary Sewer System Analysis (Formerly Carl Sanburg School Site), San Bruno, California, August 7, 2006a.

BKF Engineers. Vesting Tentative Map Storm Drainage Study for Improvement of Merimont, San Bruno, California, July 19, 2006b.

California Integrated Waste Management Board, <http://www.ciwmb.ca.gov>, accessed December, 2005.

City of San Bruno, Public Works Department, [http://sanbruno.ca.gov/city\\_services/public\\_works](http://sanbruno.ca.gov/city_services/public_works), accessed June 5, 2006.

County of San Mateo, San Mateo Countywide Stormwater Pollution Prevention Program, [www.flowstobay.org/p2business/bestmanagementpractices.html](http://www.flowstobay.org/p2business/bestmanagementpractices.html), accessed June 5, 2006.

Dyett & Bhatia, City of San Bruno Proposed General Plan 2025: Draft EIR, not yet adopted, 2006.

San Bruno Municipal Code, <http://qcode.us/codes/sanbruno/view.php?>, accessed June 5, 2006.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>17. MANDATORY FINDINGS OF SIGNIFICANCE</b>				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulative considerable? ("Cumulative considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### Comments

- a) Based on analysis conducted in this Initial Study, the project does not have the potential to substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or



animal. No important examples of major periods of California history or prehistory are known to exist on the project site. Potential impacts to unknown cultural resources and potential impacts associated with the removal of heritage trees would be less than significant with implementation of measures included in this Initial Study.

- b) With the implementation of measures identified in this environmental document, the proposed project would have no cumulatively considerable impacts. The proposed project is one of several projects underway or under consideration by the City of San Bruno. The proposed project would contribute to environmental effects in the areas of biological resources, potential effects to unknown cultural resources, a temporary increase in sedimentation and water quality effects during construction, potential geologic/seismic considerations with new development, and potential hazards from the demolition of existing on-site structures. Measures incorporated herein mitigate any potential contribution to cumulative impacts associated with these environmental issues. Therefore, the proposed project does not have impacts that are individually limited, but cumulatively considerable.
  - c) The potential effects of the proposed project on human beings have been analyzed within the document. The proposed project will not cause substantial adverse effects on human beings, either directly or indirectly, upon implementation of the identified mitigation measures.
-